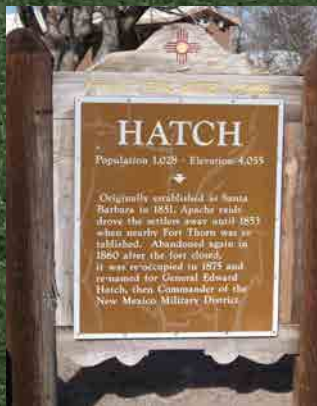




VILLAGE OF HATCH

COMPREHENSIVE PLAN

COMMITTEE DRAFT - 7.16.2012



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VILLAGE OF HATCH COMPREHENSIVE PLAN

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TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
1. EXECUTIVE SUMMARY	1
A. Overview	1
B. Village of Hatch Vision Statement	1
C. Brief History of Hatch	2
D. 2012 Key Planning Themes	3
2. COMMUNITY PROFILE	5
A. Introduction	5
B. Demographics	5
C. Households	8
D. Educational Attainment	9
3. LAND USE	11
A. Overview	11
B. Existing Land Use	11
C. Existing Zoning	15
D. Annexation	22
F. Future Land Use and Community Design	24
G. Goals, Objectives, and Implementation Strategies	26
4. ECONOMIC DEVELOPMENT	29
A. Overview	29
B. Economic Indicators	29
C. Economic Development Plans & Initiatives	36
D. Economic Development Opportunities	42
E. Goals, Objectives, & Implementation Strategies	47
5. INFRASTRUCTURE	51
A. Overview	51
B. Wet Utilities	51
C. Dry Utilities	69
D. Goals, Objectives, and Implementation Strategies	70
6. TRANSPORTATION	75
A. Overview	75
B. Existing Conditions	75
C. Future Projects and Requirements	80
D. Goals, Objectives, and Implementation Strategies	81

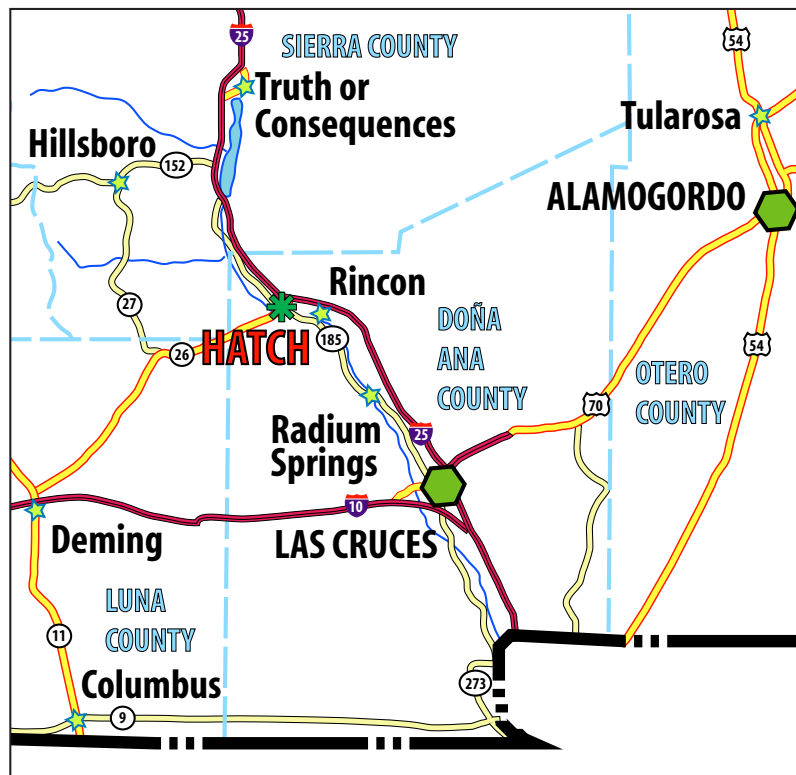
TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
7. HOUSING	85
A. Overview	85
B. Housing Characteristics	85
C. Economic Conditions Impacting Housing	88
D. Housing Resources	89
E. Goals, Objectives, and Implementation Strategies	91
8. COMMUNITY FACILITIES & SERVICES	93
A. Overview	93
B. Community Facilities	93
C. Community Services	95
D. Goals, Objectives, and Implementation Strategies	99
9. HAZARD MITIGATION	101
A. Overview	101
B. Key Principles & Integration of Hazard Mitigation with Planning Tools	101
C. Hazard Rating	102
D. Action Summary	104
E. Goals, Objectives, and Implementation Strategies	105
10. IMPLEMENTATION	107
A. Overview	107
B. Implementation Process and Objectives	107
C. Comprehensive Plan Updates	108
D. Implementation Tables	108
Appendices	119
Appendix A: FEMA Flood Hazard Mitigation Plan	119
Appendix B: Glossary	121
Appendix C: Funding Resources	125

A. OVERVIEW

The 2012 update to the Village of Hatch Comprehensive Plan describes the community's vision for the physical development of Hatch over the next 20 years. The 2012 Comprehensive Plan builds upon the 2003 Comprehensive Plan and adds new elements (Hazard Mitigation and Implementation) to help guide the Village into the future. The Plan is intended to be used as a general policy guide for decision making by Village officials concerning the location, character, and rate of growth in the community.

The Village of Hatch is located in at the northwest corner of Doña Ana County (see *Vicinity map below*). While the Village remains primarily an agriculture-based economy, the community is seeking to diversify its economy by drawing upon its existing assets and opportunities. Many positive changes have occurred in the Village since the previous Comprehensive Plan, including physical, regulatory, and educational improvements, which are noted in the appropriate Plan element. Implementation of the Plan's goals, policies, and strategies are paramount to its ultimate success, and continued involvement from all community stakeholders will be the key for realizing the vision as expressed in this document.



Hatch Vicinity Map

B. VILLAGE OF HATCH VISION STATEMENT

As part of the 2012 Comprehensive Plan update, a vision statement was developed with the Steering Committee, which is as follows:

"The Village of Hatch is a safe and diverse community that celebrates its strong agricultural roots, and is a wonderful place to live and raise a family. We are a community of hardworking, honest people who look out for our neighbors young and old, and work together to turn adversity into opportunity with new community facilities and other improvements that enhance the quality of life for all of our residents. Together, we strive to maintain our small town character, while working to attract new economic development opportunities."

The Comprehensive Plan is comprised of eight planning elements, including:

- Land Use
- Economic Development
- Infrastructure
- Transportation
- Housing
- Community Facilities and Services
- Hazard Mitigation
- Implementation

For each of these elements, the Comprehensive Plan provides a description of existing conditions in the community, identifies existing and potential resources available, and presents goals, objectives, and implementation strategies to support the community's vision and desired development for the Village of Hatch.

C. BRIEF HISTORY OF HATCH

This section on the history of Hatch is a carry over from the previous Comprehensive Plan (Sites Southwest, 2003).

The completion of the Santa Fe Railroad line between Deming and Rincon around 1880 marks the beginning of Hatch. This railroad line was the connection between Santa Fe, New Mexico and El Paso, Texas. The first known structure to be built in the area which would ultimately become the Village of Hatch was a railroad flag station. Not long thereafter, a post office was established, followed by a mercantile store and flour mill. The Village was presumably named after a U.S. Army officer, General Edward Hatch, who had visited the region earlier.

It was not until 1911 that the official townsite was surveyed and laid out by a Mr. Clapp. Soon after, the Village saw the addition of a school, church, boarding house, and other businesses. In 1921, a huge flood wiped out most of the Village

except for the school, railway station, and two shacks. The Village rebuilt and became a commercial center for the area's farm produce and livestock economy. The Village of Hatch was incorporated in 1927 with a population of about 300 residents.

An important step in the expansion of Hatch was the construction of Elephant Butte Dam and the organization of the Elephant Butte Irrigation District in 1917. This ensured area farmers a regulated water supply for their crops and afforded them some flood protection. But again in 1921, 1926, and 1935, floods devastated the region and destroyed crops and buildings. Each time the Village rebuilt and the population continued to grow.

Throughout the years, Hatch has seen its population grow and recede like the Rio Grande. After 1950, the Village experienced a 17% decline in population and did not recover till the 1980s. The development of U.S. Highway 85, the main north-south route through the Rio Grande Valley, passed through Hatch and helped add to its growth. The completion of Interstate 25 bypassed the Village and re-routed travelers around Hatch. The Village is currently exploring ways to enhance its connection to the Interstate.

Today, the Village of Hatch remains a relatively small town with a population of over 1,600 permanent residents. Agriculture is still a dominant part of the economy, and Hatch is affectionately known as the "Chile Capital of the World."

D. 2012 KEY PLANNING THEMES

There are a number of common themes that run throughout the Comprehensive Plan and that crossover into several different planning elements. These themes are based on issues that were identified through the planning process and have been addressed through goals, objectives, and implementation strategies. Many of the implementation strategies identified in the 2012 Comprehensive Plan update require considerable levels of capital improvements. Like most small communities in New Mexico, Hatch has more needs to fill than it does capital funds. Establishing partnerships, where feasible, to address community needs will help the Village in implementing the Comprehensive Plan. In addition, the Comprehensive Plan includes a list of funding sources in Appendix C that cover a myriad of community development areas that should be referred to and utilized when seeking funding for a particular project or initiative.

A summary of the key planning themes is as follows:

- Diversify and grow the economy in order to capture a greater share of gross receipts taxes, keep the youth within the community, and attract new residents. The Village must stay vigilant in pursuing new and complementary industries that are appropriate for a small rural community located in northern Doña Ana

County. Renewable energy, value added agriculture, aerospace, and hospital-ity industries are the areas that the Village of Hatch should stay focussed on. The Village must nurture and maintain partnerships with economic development agencies and corporations to ensure the community gets its fair share.

- More housing choices to must be developed accommodate Hatch's workforce population so workers do not have to leave Hatch at the end of the work day to go home. Farm workers must also have their housing needs addressed. The existing Zoning Ordinance may need revamping to ensure the regulations do not constrain the development of higher density housing.
- Comprehensively address how the Village grows and develops into the future through good and balanced land use decisions, annexations that are based on a sound cost benefit analysis, and a regulatory structure that does not inadvertently inhibit new development or redevelopment of vacant buildings.
- Support for education of Hatch youth to ensure their futures stay bright and full of opportunities. It is clear from recent improvements, such as the construction of the Doña Ana Community College - Hatch Branch and improvements to Hatch Valley School District facilities, that this community places a lot of value in education. The Village of Hatch, Hatch Valley School District, Doña Ana Community College, and New Mexico State University all have an important role in this endeavor.
- Properly mitigate hazards, and in particular, flood hazards so that future storm events never again have the devastating impact that the Village of Hatch faced in 2006. The Village must maintain a strong partnership with the Elephant Butte Irrigation District.
- Improvements to basic municipal systems (water, sanitary sewer, storm drainage, etc.) must continue to ensure the Village is able to meet current needs and future growth and development.

A. INTRODUCTION

This section provides an overview of demographics, household characteristics, and education attainment in the Village of Hatch. Other types of community characteristics, such as employment and income data, occupation, gross receipts, etc., are provided in specific sections of the Comprehensive Plan, as applicable.

B. DEMOGRAPHICS

The population of the Village has been slowly increasing over time (see Figure 2.1). In 1970, the population of Hatch was 867. Between 1970 and 2010, the population had grown by 90.1% to 1,648 people. The majority of this growth occurred between 1990 and 2000. By comparison, Doña Ana County experienced a steady growth rate of $\pm 5\%$ per year; almost 200% between 1970 and 2010 (see Figure 2.2).

Figure 2.1: Hatch Population Change, 1970-2010

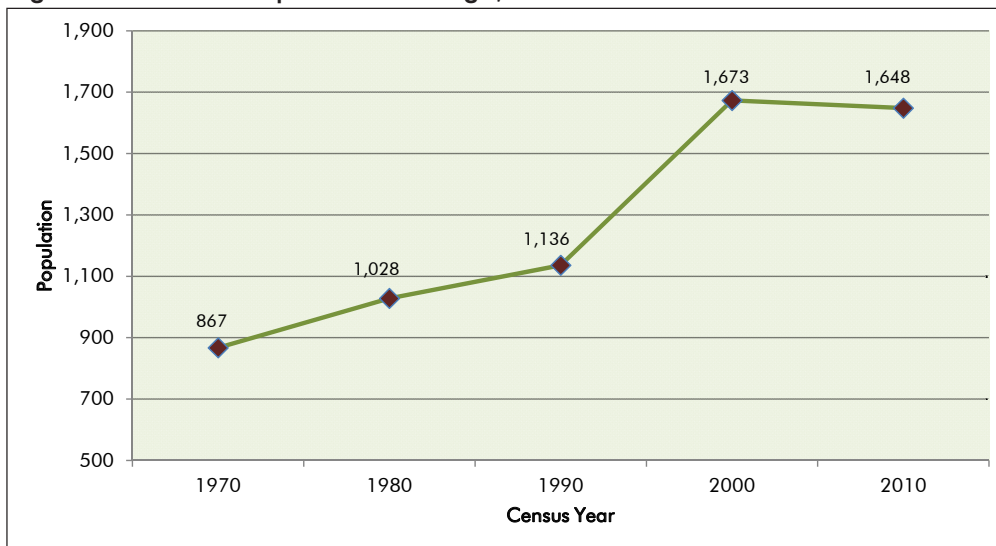
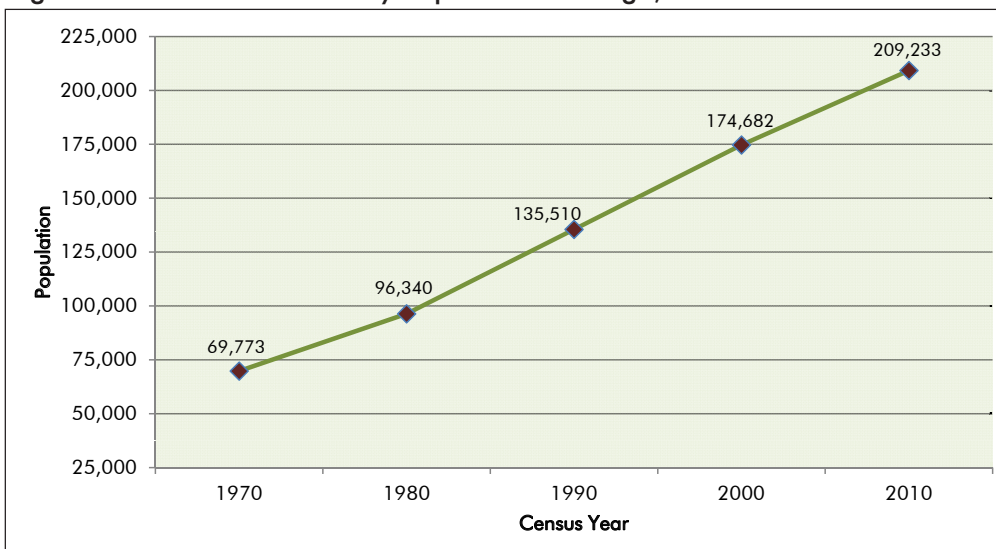


Figure 2.2: Doña Ana County Population Change, 1970-2010



Source: U.S. Census Bureau.

Population Characteristics

The age distribution in Hatch has changed considerably depending on the age cohort (see *Table 2.1*). The median age decreased by 4.4% from 29.6 years in 2000 down to 28.3 in 2010, which is a positive sign for Hatch. The 20 to 24 year age cohort experienced an increase of 40.4%, followed closely by 45 to 54 year old at 39.8%. There was also an increase of 12.7% in young children under 5 years of age. Retirement age cohorts 65 and over decreased by 9.7%, indicating that Hatch is not attracting new retirees.

Race and Ethnicity

Race and ethnicity, as defined and categorized by the US Census Bureau, are self-identification terms in which residents choose the race or races with which they most closely identify, and indicate whether or not they are of Hispanic or Latino origin (ethnicity).

The breakdown of race and ethnicity has undergone significant shifts over time in the Village of Hatch. As noted above, these changes can be partially explained by how residents self-identify. In 2010, there were 1,122 residents (68.1%) who identified themselves as white and 468 (28.4%) identified themselves as “some other race”. This is a significant change from 2000, when the number of residents identifying themselves as white was 770 (46.0%) and 837 (50.0%) as “some other race”. Relative to ethnicity, in 2010, 1,437 (87.2%) of the residents in Hatch identified themselves as Hispanic or Latino (of any race), while in 2000, 1,325 (79.2%) of the population was Hispanic or Latino (of any race).

TABLE 2.1: POPULATION CHARACTERISTICS 1990-2010			
Age Cohorts	2000	2010	% Change 00-10
Under 5	150	169	12.7%
5 to 9 years	159	144	-9.4%
10 to 14 years	194	142	-26.8%
15 to 19 years	163	181	11.0%
20 to 24 years	94	132	40.4%
25 to 34 years	187	167	-10.7%
35 to 44 years	220	154	-30.0%
45 to 54 years	166	232	39.8%
55 to 64 years	134	159	18.7%
65 to 74 years	127	96	-24.4%
75 to 84 years	63	58	-7.9%
85 years and over	16	14	-12.5%
Total population	1,673	1,648	-1.5%
Male	813	865	6.4%
Female	860	783	-9.0%
Median Age	29.6	28.3	-4.4%
18 years and over	1,076	1,074	-0.2%
65 years and over	206	168	-9.7%
Race			
White	770	1,122	45.8%
Black or African American	6	2	*
American Indian and Alaska Native	16	17	*
Asian	-	7	*
Native Hawaiian or Other Pacific Islander	4	0	*
Some other race	837	468	-44.1%
Ethnicity			
Hispanic or Latino (of any race)	1,325	1,437	8.5%
Not Hispanic or Latino	348	211	-39.4%

Source: US Census Bureau. *Insignificant change.

COMMITTEE DRAFT - FOR REVIEW

C. HOUSEHOLDS

Table 2.2 provides more detail regarding the number of households, household types, and the changes that have occurred since 2000. The primary cause for the change in the number of households between 2000 and 2010 is the 2006 flood, which destroyed many multi-family residences in the Village of Hatch. However, the most notable of these statistics is the change in the average household size, which increased by 4.5% from 3.11 persons in 2000 to 3.25 persons in 2010. The average family size correspondingly increased by 3.6% from 3.63 persons in 2000 to 3.76 persons in 2010.

TABLE 2.2: HATCH HOUSEHOLDS BY TYPE

Household Type	2000	2010	% Change 00-10
Total Households	538	500	-7.1%
Family Households	403	385	-4.5%
With own children under 18 years	235	219	-6.8%
Married couple family	305	275	-9.8%
With own child under 18 years	161	145	-9.9%
Female Householder, no husband present	77	74	-3.9%
With own child under 18 years	59	50	-15.3%
Non-Family Households	135	115	-14.8%
Householder living alone	111	99	-10.8%
Householder 65 years and over	59	46	-22.0%
Households with individuals under 18 years	255	257	0.8%
Households with individuals 65 years and over	152	124	-18.4%
Average household size	3.11	3.25	4.5%
Average family size	3.63	3.76	3.6%

Source: US Census Bureau.

D. EDUCATIONAL ATTAINMENT

Table 2.3 provides a snapshot of educational attainment for Hatch residents, 25 years and older. Between 2000 and 2010, the number of residents that had an education level of less than 9th grade increased from 39.4% to 42.5%. However, the number of residents that earned a high school diploma or GED increased from 19.6% in 2002 to 25.7% in 2010. Similarly, the number of residents that earned a bachelor's degree also increased during the same time period. This seems to indicate that once students are engaged in the educational process in secondary and post-secondary school, they are more committed to completing their studies. Overall, the percentage with a high school diploma or higher increased from 45.5% to 53.4%. This increase is important and will have a positive impact on the Village's economic outlook in the future.

TABLE 2.3: EDUCATIONAL ATTAINMENT, POPULATION 25 YEARS & OLDER

Education Level	2000	2010
Less than 9th Grade	39.4%	42.5%
9th to 12th grade, no diploma	15.2%	4.1%
High school graduate (includes equivalency)	19.6%	25.7%
Some College, no degree	13.8%	6.7%
Associate degree	2.4%	5.4%
Bachelor's degree	5.5%	8.4%
Graduate or professional degree	4.3%	7.1%
Percent high school graduate or higher	45.5%	53.4%
Percent bachelor's degree or higher	9.8%	15.5%

Source: US Census, 2006-2010 American Community Survey 5-Year Estimates.

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A. OVERVIEW

The Land Use element is intended to provide guidance to the Village when making decisions related to the physical growth and development, including road and infrastructure improvements, housing locations, and future annexations. It addresses the overall physical form of the community, including the location, type, scale, and intensity of the primary land uses. The Land Use element is interrelated with many of the other elements contained in the Comprehensive Plan, including Housing, Economic Development, Infrastructure, Transportation, and Hazard Mitigation.

B. EXISTING LAND USE

The Village consists of a full range of land uses, which are illustrated on the Existing Land Use graphic (see page 13). Existing land use, their proportional share, and a description of their relative locations are as follows:

- Residential: 7.4%. Single family residential use is located within the core area of the Village, primarily concentrated west of Franklin Street, but also some residential is located east of Franklin Street, south of the railroad, and north of W. Canal Street.
- Residential-Multi-family: 0.3%. Multi-family residential is limited in Hatch, particularly with the devastating 2006 floods which destroyed some units. Existing multi-family residential is located south of W. Hall Street. There are also multi-family projects just outside the Village limits.
- Mobile Home Park: 0.4%. Mobile home parks are limited in Hatch. One, relatively large MHP is located along W. Canal Street and a couple are located along the east side of Franklin Street.
- Agricultural: 32.9%. Agriculture remains the predominant land use in Hatch. It completely surrounds the Village, but is particularly concentrated along the flood plain and south of the railroad.
- Commercial: 1.8%. Commercial land use is limited, and is concentrated along Franklin and Hall Streets.
- Commercial-Agricultural: 2.1%. This use exists in four rather dispersed locations; along Archer Street between W. Canal Street and W. Hall Street, between the railroad tracks and E. Canal Street, in a small location along NM 26, and along Herrera Road.
- Institutional-Private: 0.5%. This use is comprised of churches and is in several locations within the core area of the Village.

- Institutional-Public: 25.8%. Hatch Valley School District is a major landowner in Hatch, with the bulk of its property located to the east of Franklin Street and north and south of Canal Street. The Village of Hatch administrative offices are located on Franklin Street.

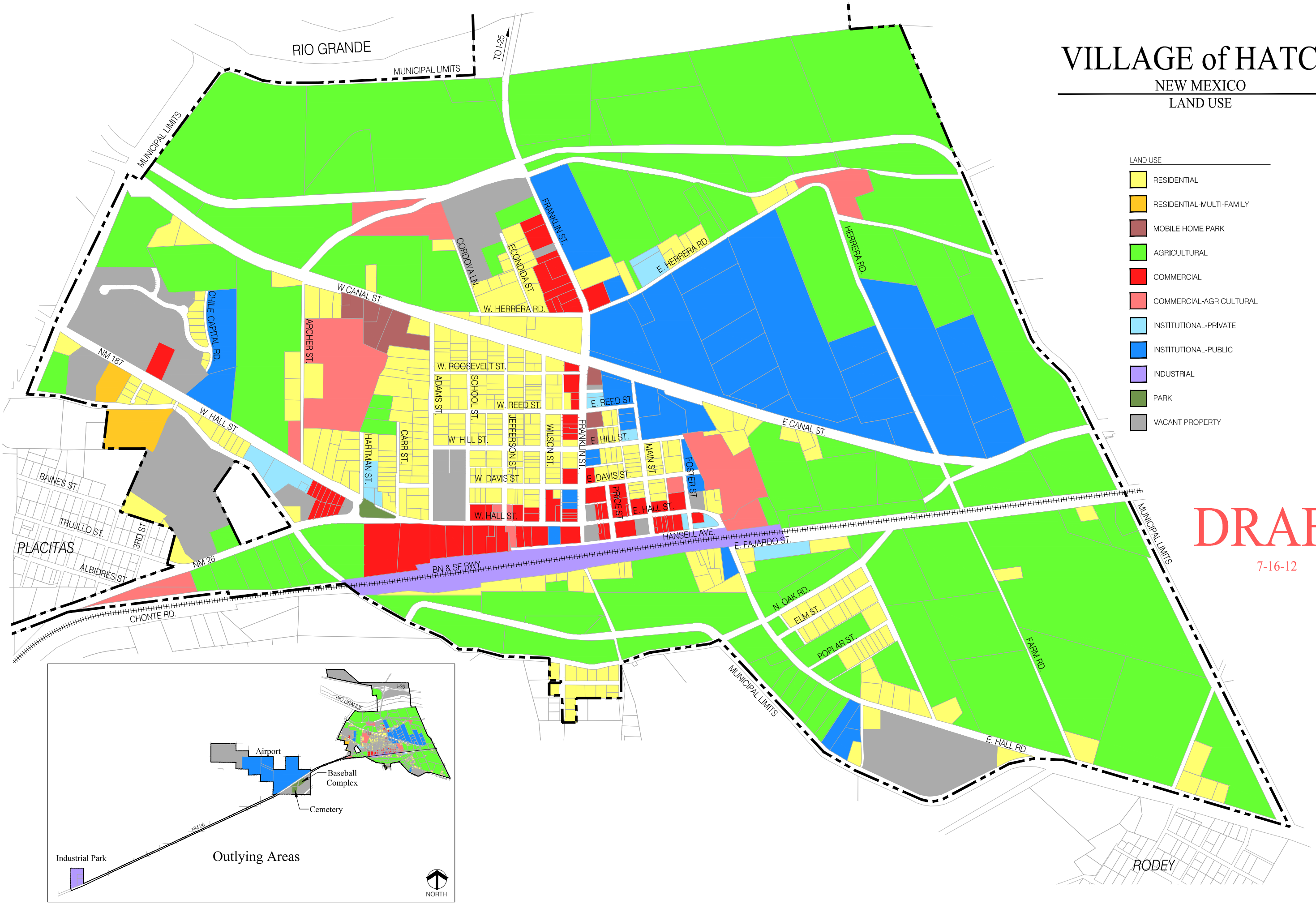


Vacant buildings along E. Hall Street

- Industrial: 4.3%. This use is relatively limited in Hatch and is concentrated at the Hatch Industrial Park out on NM 26.
- Park: 1.2%. Park use is relatively limited in Hatch. There is a definite need to develop more neighborhood park uses throughout the Village.
- Vacant Property: 23.3%. There is a significant amount of vacant property in Hatch, including along E. Hall and W. Hall Street. The newly annexed area at Exit 41 is also vacant, as is an area adjacent to the Hatch Airport.

VILLAGE of HATCH

NEW MEXICO
LAND USE



C. EXISTING ZONING

1. Village of Hatch Zoning Ordinance

The Village of Hatch's Zoning Ordinance provides for six residential zones, one commercial zone, and one manufacturing zone. The Zoning Ordinance was established to encourage the appropriate use of land and to promote the health, safety, and general welfare of the community. It is a comprehensive document which covers land use regulations and procedures for development in the Village and is designed to be in accordance with the Comprehensive Plan. Regulations are provided for each district and address the following:

- Permissive and conditional uses for each district;
- Building height and size of buildings;
- Minimum lot size and minimum setbacks;
- Density of population; and
- Parking, signs, lighting, etc.

R-1 - Single-Family Residential District – The purpose of this zoning district is to “provide for the development of single-family detached site built housing and manufactured housing as defined in state statute 3-21-A-2(a) with the intent of protecting the residential character of those areas”.

Development Standards:

- Minimum lot size: 5,000 square feet
- Minimum lot width: 50 feet
- Minimum lot depth: 70 feet
- Minimum front setback: 20 feet
- Minimum side setback: 10 feet
- Minimum rear setback: 25 feet
- Maximum height: 35 feet
- Minimum off-street parking: 2 spaces per lot

Permitted Uses:

4-H or Future Farmers of America (FFA) educational projects or school credits (with restrictions); Accessory buildings or structures meeting minimum setbacks; Home occupation permits; One detached single-family site-built dwelling per lot; Private swimming pools and tennis courts; Residential type satellite dishes and receiving antennas; Seasonal retail sale of agricultural products (fruit and vegetable stands) with restrictions; Storage of a boat, RV, camper, or trailer (with restrictions); and Yard sales, garage sales, or similar uses (with restrictions).

Conditional Uses:

Child and home care centers; Churches; Community buildings; Cottage industries; and Schools.

R-1-M - Single-Family Residential, Mobile Homes Permitted District – The purpose of this zoning district is “to provide for residential areas of single-family detached housing, including mobile homes, with the intent of protecting the residential character of those areas”.

Permissive uses, conditional uses, and development standards are the same as the R-1 district, with the exception of mobile homes and specific standards for exterior finish, removal of wheels and axles, skirting, and installation.

R-2 - Multi-Family Zoning District – The purpose of this zoning district is “to accommodate site built multiple-family housing units and accessory structures characteristic of apartment, townhouse, and condominium living”.

Development Standards:

- Maximum density: 10 dwelling units per acre
- Minimum lot size: 5,000 square feet
- Minimum lot width: 60 feet
- Minimum lot depth: 70 feet
- Minimum front setback: 20 feet
- Minimum side setback: 7 feet
- Minimum rear setback: 20 feet
- Maximum height: 45 feet

Permitted Uses:

Accessory buildings; Public or private swimming pools and tennis courts; Public parks and playgrounds; Residential type satellite dishes and receiving antennas; and Site-built multi-family dwelling units.

Conditional Uses:

Same as the R-1 district, plus Art gallery; Library; Museum; and Storage areas for boats, vehicles, campers, or RVs.

R-2-M - Mobile Home Park/Mobile Home Neighborhood District – The purpose of the R-2-M district is “to provide for properly planned and well-designed mobile home parks, mobile home neighborhoods, and RV parks in areas containing at least two acres where public utilities are available; to establish basic standards for their character; and to mitigate any adverse effect on surrounding properties”. Specific development standards are provided for mobile home parks, mobile home neighborhoods, and RV parks.

Mobile Home Parks

- Maximum density: 10 dwelling units per acre/one unit per space;
- Minimum space area: 3,500 square feet
- Minimum space width: 35 feet
- Minimum space depth: 100 feet

- Minimum size of MH parks: 2 acres
- Minimum spacing:
 - Side to side and back to back: 20 feet
 - Boundary to mobile home: 10 feet
 - Mobile home to accessory building: 10 feet
- Site coverage:
 - Minimum open space: 40%
 - Maximum coverage of impervious material: 40%
 - Minimum required road surfacing: 6 inches compacted gravel, 36 feet in width

Permitted Uses:

Accessory buildings, swimming pools, home occupations, and recreation areas and buildings; Convenience establishments of a commercial nature, including laundries, stores, beauty shops, and barber shops (with restrictions).

Mobile Home Neighborhoods:

Development standards are the same as the R-1 district, with the exception of a maximum number of one trailer per lot. Permitted uses are the same as the R-1 district, with the exception of stationing of mobile homes with complete hook-up of utilities.

Conditional Uses:

RV parks, including density, spacing, and site coverage requirements.

R-O – Large-Lot Single-Family Residential District – The purpose of this zone is “to provide for the development of single-family detached site built housing and manufactured housing on lots no less than two acres in size”.

Development Standards:

- Minimum lot size: Two acres
- Minimum lot width: 120 feet
- Minimum lot depth: 150 feet
- Minimum front setback: 50 feet
- Minimum side setback: 25 feet
- Minimum rear setback: 50 feet
- Maximum height: 35 feet
- Minimum off-street parking: 2 spaces per lot

Permitted and Conditional uses:

Same as the R-1 district.

R-O-M - Large Lot Single-Family Residential District – The purpose of this zone is “to provide for the development of single-family detached site built housing and manufactured housing, including mobile homes, as defined in state statute 3-21A-2(a) on lots of no less than two (2) acres in size with the intent of protecting the residential character of those areas.”

Development standards:

- Minimum lot size: 2 acres
- Minimum lot width: 120 feet
- Minimum lot depth: 150 feet
- Minimum front setback: 50 feet
- Minimum side setback: 25 feet
- Minimum rear setback: 50 feet
- Maximum height: 35 feet
- Minimum off-street parking: 2 spaces per lot

Permitted Uses:

4-H or Future Farmers of America (FFA) educational projects or school credits (with restrictions); Accessory buildings or structures; Home occupation; One single-family detached site built dwelling unit per lot; Private swimming pools and tennis courts; Residential type satellite dishes and receiving antennas; Seasonal retail sale of agricultural products (fruit and vegetable stands); Storage of a boat, RV, camper or trailer; and Yard sales, garage sales, or similar.

Conditional Uses:

Childcare and home care centers; Churches; Community buildings; Cottage industries; and Schools.

C-1 - Commercial Zoning District – The purpose of this zoning district is to provide for commercial and retail uses.

Development standards:

- Minimum lot size: 5,000 square feet
- Minimum lot width: 60 feet
- Minimum lot depth: 70 feet
- Minimum front setback: 25 feet
- Minimum side setback: 7 feet
- Minimum rear setback: 15 feet
- Maximum height: 45 feet

Permitted Uses:

Banks without drive-through service; Charitable or school sponsored drop off bins for recycling or drop off; Christmas tree sales lots, Halloween pumpkin sales, and other holiday sales; Eating establishments without drive-through

service; Farmers' markets; Indoor theaters and related entertainment establishments; Outdoor display and sales; Personal item repair shops; Personal service establishments; Professional offices; Retail sales and service establishments; Studios; and Veterinary and kennel establishments.

Conditional Uses:

Adult entertainment enterprises; All enterprises with drive-through service; Bus terminals and private vehicle service stations; Clubs and lodges; Hospitals and clinics; Hotels or motels; Liquor sales establishments; Mortuaries; Outdoor theaters; Public and private utility buildings; and Public buildings.

M-1 - Manufacturing Zone – The purpose of this zone “is to provide a wide variety of light industrial, fabricating, processing, wholesale distributing and warehousing uses appropriately located relative to major transportation facilities and separated from residential zoning districts.”

Development Standards: Same as the C-1 zone.

Permitted Uses:

Bottling, packing, and processing plants; Charitable or school sponsored drop off bins for recycling or drop off; Christmas tree sales lots, Halloween pumpkin sales, and other holiday sales; Distributors, showrooms, and administrative offices; Dwelling for resident watchmen and caretakers employed on property; Garages for repair of vehicles; Laboratories: dental, electrical, optical, and mechanical; Manufacturing, compounding, or assembly not involving explosive, caustic or acidic processes; Mini-storage, public storage, and storage warehouses; Paint shops: mixing, preparation, and application; and Printing, publishing, lithography and related distribution facilities.

Conditional Uses:

Automobile, truck or bus storage; Commercial and industrial laundries and cleaning facilities; Garages for repair of semis, buses and other heavy vehicles and equipment; Industries involving milling, bulk grinding, or refining; Manufacturing, compounding or assembly involving explosive, caustic or acidic processes; Public and private utility installations; Slaughtering, processing or rendering of animals or their by-products; Storage of wrecked or dismantled vehicles and parts thereof; and Wholesale distribution centers.

Rural Agriculture District and Holding Zone – This district is “intended to conserve and protect farms and other open land uses, foster orderly growth in rural and outlying areas, and prevent urban and agricultural land use conflicts. The district is also intended for property that is predominately not developed [and] for protecting owners who are not ready to develop their property.”

Development standards:

- Minimum lot area: 10 acres
- Minimum lot frontage: 120 feet
- Minimum lot depth: 200 feet
- Minimum front setback: 50 feet
- Minimum side setback: 20 feet
- Minimum rear setback: 50 feet
- Maximum height: 35 feet

Permitted Uses:

4-H or Future Farmers of America (FFA) educational projects or school credits (with restrictions); Agricultural buildings; Commercial and noncommercial raising of crops, provided there is no nuisance to neighboring property due to odor, dust, fertilizers, herbicides, and noise; Detached single-family dwelling; Guest dwelling or accessory living quarters; Home occupation permits; Keeping of fowl or livestock, provided such use will not cause a public nuisance; Mobile home; Produce stand (with restrictions); Public or private parks or recreational uses; Residential type satellite dishes and receiving antenna; Swimming pools (with restrictions); Yard sales, garage sales, or similar uses.

Conditional Uses:

Above ground storage tanks exceeding 500 gallons in capacity for flammable and combustible liquids, and liquid petroleum gas; Childcare and home care centers; Churches; and Community buildings;

2. Future Action

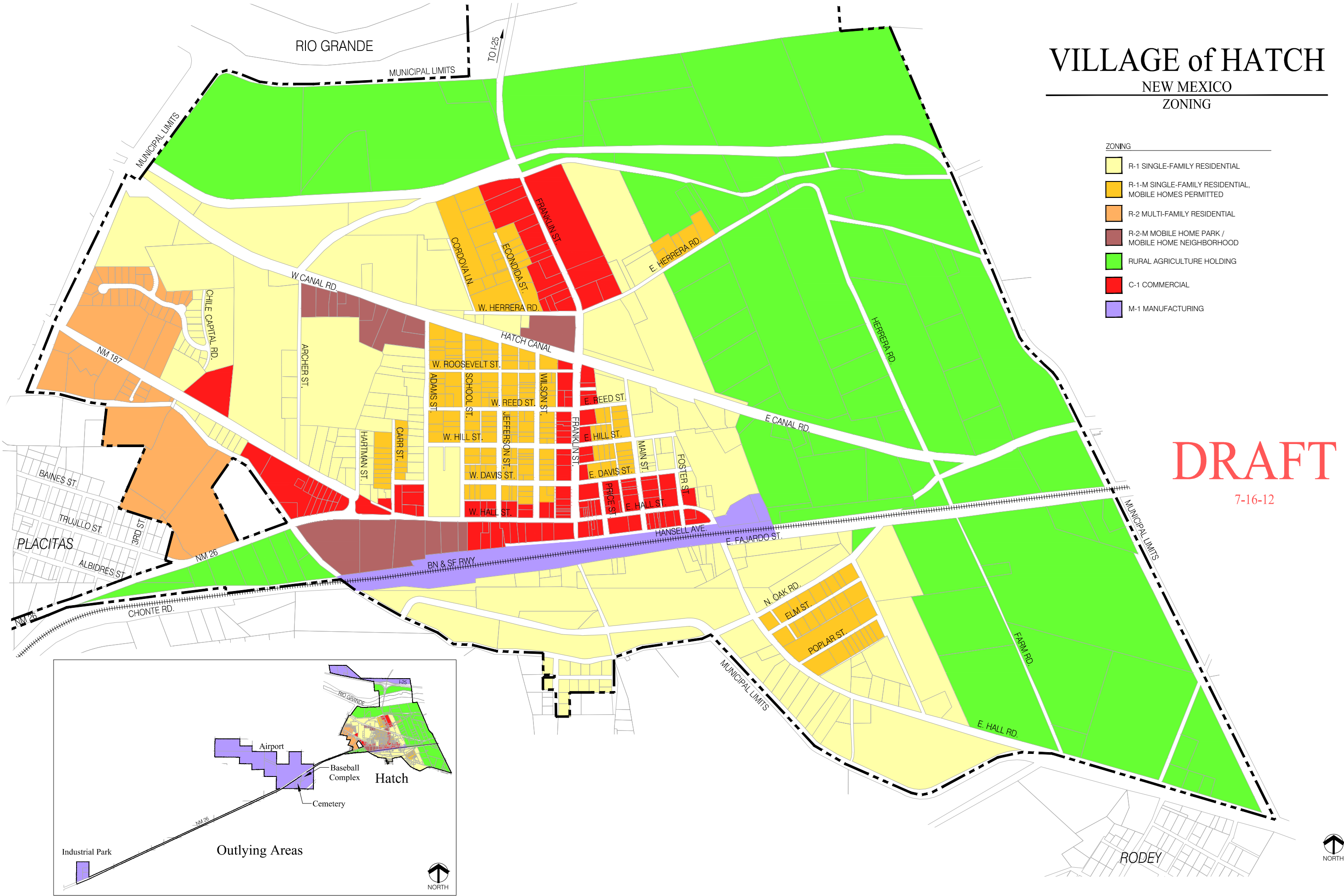
Amendments to the Zoning Ordinance would be a prudent follow-up action to the Comprehensive Plan. There are standards contained within individual districts that may constrain future development. For instance, the C-1 Commercial Zoning District includes front setbacks that seem excessive, particularly for areas along Franklin and Hall Streets where bringing the buildings closer to the street would be more conducive to creating a better pedestrian experience. The breakdown between permitted and conditional uses in both the C-1 and M-1 zones would also seem to provide unnecessary steps in an entitlement process. The R-2 Multi-family district includes a maximum density that would typically be too low for apartment development. These and other details within the Zoning Ordinance warrant a comprehensive review to ensure that they do not deter positive community development.

VILLAGE of HATCH

NEW MEXICO
ZONING

- ZONING
- R-1 SINGLE-FAMILY RESIDENTIAL
 - R-1-M SINGLE-FAMILY RESIDENTIAL,
MOBILE HOMES PERMITTED
 - R-2 MULTI-FAMILY RESIDENTIAL
 - R-2-M MOBILE HOME PARK /
MOBILE HOME NEIGHBORHOOD
 - RURAL AGRICULTURE HOLDING
 - C-1 COMMERCIAL
 - M-1 MANUFACTURING

DRAFT
7-16-12



D. ANNEXATION

Annexation is a legal mechanism by which a municipality may expand its regulatory and taxing authority to adjacent unincorporated land. It can be used as a growth management tool to ensure that land use and development standards in adjoining areas are consistent with land use within the municipality, as well as with the goals and objectives of the community as expressed in the Comprehensive Plan. Annexations may be either consensual or unilateral. However, areas to be considered for annexation must be contiguous to the municipal boundary, and the municipality must be able to demonstrate the ability to provide services. This allows the municipality to time its utility extensions so that the demand for services do not outstrip its ability to serve the new development.

Municipalities in New Mexico have the authority to annex territory via Section 3, Article 7 of the New Mexico State Statutes. Pursuant to Section 3-7-1, NMSA 1978, there are three methods available to municipalities seeking to annex new lands. Each method is based upon specific goals and conditions, and illustrates different degrees of legislative delegation of power to municipalities. These three methods include:

- Arbitration Method (Sections 3-7-5 through 3-7-10 NMSA 1978), allows a municipality to annex contiguous territory if the municipality can declare that the benefits of annexation can be made within a reasonable time frame to the desired territory.
- Municipal Boundary Commission Method (Sections 3-7-11 through 3-7-16 NMSA 1978), establishes an independent commission to determine annexation of a territory to the municipality. The Municipal Boundary Commission will meet whenever a municipality petitions to annex a territory or if a majority of the landowners of a territory petition the Commission to annex the territory into the municipality.
- Petition Method (Section 3-7-17, NMSA 1978), requires a petition signed by the majority of property owners in a contiguous territory supporting annexation into a municipality.

Hatch has been proactive in annexing land, particularly when the proposed annexation will support economic development goals. However, the Village does not have an annexation policy in place, and the 2012 Steering Committee identified this as an implementation strategy that should be pursued.

Previous annexations include the following:

- Hatch Industrial Park - The Village annexed the land that makes up the Hatch Industrial Park in 1996. This required annexing a narrow strip of land along Highway 26 as well, since the property was located approximately seven miles from the Village limits.

- Agricultural Land - In 1997, the Village annexed 357 acres of primarily agricultural land surrounding the community on the north, west, and east.
- Spaceport Annexation - In 2010, the Village annexed 308 acres just off the west side of I-25 to accommodate the planned Spaceport Welcome Center. The land was to be donated to the Spaceport and the Village assumed that the estimated \$2.5 million cost to extend utilities would be shared with the Spaceport. Recently, Spaceport announced a change in plans for the Welcome Centers, in part due to the estimated cost of extending utilities to the property and less funding being available. This land now needs to be re-purposed so that it remains a benefit to the Village and a reasonable cost share for infrastructure can be implemented.

Potential annexations that the Village is considering include the following:

- Hatch Industrial Park Expansion - As previously noted, the existing Hatch Industrial Park is 58 acres in size and is located along NM 26. The Industrial Park is fully occupied by an onion packing facility and a relatively new solar energy facility. The Village has prioritized the purchase of an additional 550 acres of BLM land adjacent to the existing Industrial Park for the purpose of expanding solar energy development. A proposal from the Village to the BLM is to complete the sale within two years (2014) and a request has been made to BLM for its commitment to this schedule. Additional industrial uses may be appropriate for this expansion area.
- Recreation / Golf Course Land - The Village of Hatch is proposing to annex 102.2 acres of BLM land off I-25 for the purpose of constructing a municipal golf course and recreation area. This site has good access to I-25 and is adjacent to the Rio Grande. The Village believes that this project would enhance the quality of life for the residents, as well as provide an amenity for visitors to the area.

As the Village of Hatch proceeds towards annexing new property, the decision should be made on a cost-benefit analysis. Annexations should demonstrate a clear benefit to the Village with the potential to expand economic development through the capture of additional gross receipts taxes, employment opportunities, and/or property taxes.

E. FUTURE LAND USE and COMMUNITY DESIGN

1. Land Use Decision Making

The following principles should be used to help guide the Village of Hatch in making future land use decisions:

- Encourage a compact Village form and accommodate future growth by providing incentives for redevelopment of existing vacant or underutilized lands that are currently service by infrastructure;

- Provide attractive entries to the Village.
- Provide a central gathering place for the Village;
- Improve the appearance and vitality of the historic commercial area along Hall Street;
- Utilize the existing canals and irrigation ditches to create a network of pedestrian and bicycle trails; and
- Preserve and recognize the importance of the agricultural fields and farming operations to the economic health of the community.

2. Opportunity Sites

There are several opportunity sites within the Village that could assist the community in meeting its goals and vision for the future. These opportunity sites are either currently vacant or the use is inappropriate for the location and should be relocated to another site within the Village.

Old Elementary School Property on W. Hall Street - This site is currently vacant, which presents an opportunity for the Village to acquire it for redevelopment and community uses. If the Village is able to acquire the property, a land use plan should be developed. Some of the potential uses include: neighborhood park, land for commercial development along the W. Hall Street frontage, and the connection of W. Davis Street through the property. This location would provide a central gathering space for community events.

NMDOT Patrol Yard - The Patrol Yard is a 9.1 acre property owned by the NMDOT located at 623 N. Franklin Street. The desire to acquire this property was identified by the 2003 Comprehensive Plan because its present use acts as an inhibitor to growth and economic development, as well as pedestrian activity in this area. As state-owned land, this parcel does not generate property or gross receipts taxes, and is not subject to Village zoning restrictions.

Efforts were made by the Village in 2008-2010 to negotiate with the NMDOT to relocate the Patrol Yard. Presentations were made to the Secretary of Transportation, and discussions were held with the District 1 Engineer and the State Highway Commission. All parties have agreed that re-location could take place; however, the NMDOT has conditions, including a new, suitably located and equivalently sized parcel and a price tag of \$1M to relocate the facility. The cost is the stumbling block to this effort.

In anticipation of relocating the Patrol Yard, the Village of Hatch engaged the NM Environment Department and the Environmental Protection Agency. In

2009-10, Phase 1 and Phase 2 Environmental Studies were completed and no significant findings were obtained. It is anticipated that very little site preparation would be needed for commercial development on this property. Acquisition of this property at a reasonable cost remains a high priority for the Village.

Intersection of Franklin and Hall Streets - This intersection provides one of the primary activity centers in the Village attracting residents and visitors alike, but lacks a cohesive design to ensure that the competing activities and uses work well together. These include Village Hall and Sparky's restaurant on the north-west corner, the high volume of traffic, especially trucks, through the intersection, and the vacant or underutilized land on the northeast corner. Current challenges that need to be addressed include providing parking, safe pedestrian crossings, adequate sidewalks, and pedestrian amenities.

Interstate 25 and Franklin Street - This land was recently annexed by the Village. It provides a good opportunity for the development of travel related businesses, such as hotels/motels, restaurants, fueling, and the Spaceport Welcome Center. Careful attention should be paid to providing linkages between this area and the Village proper through signage, information, etc.

F. LAND USE GOALS, OBJECTIVES, and IMPLEMENTATION STRATEGIES

Land Use Goal 1: Provide for the orderly growth and development of the Village.

Objective 1.1: To capture a greater tax base for the Village of Hatch.

Objective 1.2: To ensure that development adequately meets existing development standards contained in the Village's zoning and subdivision ordinances.

Implementation Strategy 1.1: Develop an annexation policy with a clear set of criteria to guide decisions regarding annexations. The annexation policy should be tied to supporting economic development, and include the identification of geographic areas that would be considered beneficial for the Village to annex, annexation priority areas and a general timeframe, a commitment and strategy to provide municipal services, and a process for analyzing the potential cost benefit to the Village.

Implementation Strategy 1.2: Provide adequate staffing levels for enforcement of land use codes and regulations.

Implementation Strategy 1.3: Institute business licenses in Hatch to provide for Village review to ensure zoning and development standards are met.

Land Use Goal 2: Promote an appropriate land use mix for Hall and Franklin Streets, and other locations throughout the Village.

Objective 2.1: To enhance the likelihood of success for local businesses by siting community and commercial buildings in appropriate locations.

Objective 2.2: Provide for a hierarchy of land uses that allows for adjacent land uses of similar intensity and adequate transitions between land uses of different intensity.

Implementation Strategy 2.1: Revise the Zoning Ordinance to encourage and incentivise redevelopment of existing commercial storefronts by allowing flexibility in meeting setbacks and other development standards, and expanding the mix of permissive land uses.

Implementation Strategy 2.2: Encourage development along Franklin and Hall Streets to occur with commercial, office, and employment uses clustered together.

Implementation Strategy 2.3: Continue to work with the New Mexico Department of Transportation to relocate the 9.1 acre Patrol Yard located on Franklin Street. Develop a land use plan for this property.

Land Use Goal 3: Improve the appearance of Hall and Franklin Streets and reinforce this intersection as the center of the Village.

Objective 3.1: To ensure the Village's main streets are more conducive to commercial retail development and community activity.

Objective 3.2: To establish a central public gathering place in the center of town.

Implementation Strategy 3.1: Develop an overall streetscape master plan for Hall and Franklin Streets, including a phasing plan that addresses street lights, landscaping, benches, gateway signs at main gateways, and safe pedestrian street crossings.

Implementation Strategy 3.2: Explore the possibility of acquiring additional right-of-way in order to accommodate and improve upon pedestrian amenities on Hall and Franklin Streets.

Implementation Strategy 3.3: Work with property owners on improving building facades, and where the buildings are vacant, work with property owners to provide on-going maintenance.

Implementation Strategy 3.4: Explore the possibility of acquiring the vacant property at the intersection of Franklin and Hall Streets.

Implementation Strategy 3.5: Acquire the vacant old school property on W. Hall Street, and develop a land use plan for this property.

Implementation Strategy 3.6: Provide community investment and tax incentives for redevelopment, rehabilitation, and/or adaptive reuse of the vacant buildings and properties on E. Hall Street through the designation of a Metropolitan Redevelopment Area (NMSA 3-60A-1 to 3-60A-48).

Land Use Goal 4: Promote community pride and beautification to enhance the appearance of Hatch's neighborhoods.

Objective 4.1: To make Hatch a more inviting and attractive place to live and visit.

Implementation Strategy 4.1: Sponsor a quarterly (four times per year) competition for the most improved or most beautiful yard, street, or business front.

Implementation Strategy 4.2: Adopt a litter and anti-bligh ordinance that addresses the prevention and elimination of litter or trash on public and private property, and ensure adequate staffing levels for this purpose.

Implementation Strategy 4.3: Promote youth involvement in community art and beautification efforts.

A. OVERVIEW

The Economic Development element addresses several aspects of the Village's economy, including economic indicators (income, gross receipts, occupations, etc.), available resources and initiatives, and changes that have occurred since the previous Comprehensive Plan was adopted. Hatch has accomplished a number of positive steps towards enhancing the local economy, which are noted in this section. Implementation strategies are provided with the goal of keeping this positive momentum going.

B. ECONOMIC INDICATORS

1. Income

The average weekly wage in Doña Ana County in second quarter 2011 was \$682, which puts the county in 9th place out of the state's 33 counties for highest weekly wages (see Table 6.1). This was a slight increase from 2010 where the average weekly wage was \$669. These weekly wages fall below the state-wide average for both 2010 and 2011.

TABLE 6.1: AVERAGE WEEKLY WAGES, 2ND QUARTER, 2010 & 2011			
County	2010	2011	% Change
DOÑA ANA COUNTY / 9	\$669	\$682	1.9%
Otero County / 11	\$639	\$656	2.7%
Grant County / 14	\$637	\$691	8.5%
Luna County / 15	\$602	\$633	5.1%
Sierra County / 30	\$538	\$543	0.9%
New Mexico	\$742	\$763	2.8%

Source: US Department of Labor, Bureau of Labor Statistics

Tables 6.2 and 6.3 illustrate annual median household income and annual per capita income on a county level. Both tables illustrate that counties in this part of the state are lagging behind the state-wide incomes for both measures of income. The annual median household income experienced an overall increase of 5.0% between 2006 and 2010, and an overall increase of 17.3% in annual per capita income between 2005 and 2009.

TABLE 6.2: ANNUAL MEDIAN HOUSEHOLD INCOME, 2006-2010						
County	2006	2007	2008	2009	2010	% Change
DOÑA ANA COUNTY	\$33,878	\$35,267	\$36,361	\$35,541	\$35,584	5.0%
Grant County	\$33,013	\$33,841	\$36,239	\$34,890	\$36,756	11.3%
Sierra County	\$25,013	\$23,387	\$27,580	\$26,864	\$26,240	4.9%
Luna County	\$23,677	\$25,880	\$27,957	\$25,833	\$27,257	15.1%
Otero County	\$38,812	\$36,350	\$38,936	\$35,557	\$36,628	-5.6%
New Mexico	\$40,028	\$44,356	\$42,102	\$42,830	\$42,186	5.4%

TABLE 6.3: ANNUAL PER CAPITA INCOME, 2005-2009*

County	2005	2006	2007	2008	2009	% Change
DOÑA ANA COUNTY	\$24,009	\$25,065	\$26,725	\$27,848	\$28,165	17.3%
Grant County	\$24,782	\$26,101	\$27,846	\$30,233	\$29,713	19.9%
Sierra County	\$22,364	\$22,943	\$25,277	\$27,221	\$27,457	22.8%
Luna County	\$20,404	\$20,909	\$22,342	\$23,517	\$24,275	19.0%
Otero County	\$22,134	\$23,173	\$24,382	\$25,390	\$26,653	20.4%
New Mexico	\$28,641	\$30,209	\$31,675	\$33,505	\$32,394	13.1%

Source: US Bureau of Economic Analysis, Survey of Current Business. * 2010 data not available

2. Employment

As shown in Table 6.4, the unemployment rate in Doña Ana County as of December 2011 was 6.6%, which was slightly higher than the state-wide unemployment rate of 6.4%. Of the 33 counties in New Mexico, Doña Ana County was ranked with the 13th highest unemployment rate. The county with the highest rate of unemployment is Luna County at 16.9%. All counties experienced a significant drop in the unemployment rate between 2010 and 2011.

TABLE 6.4: COUNTY UNEMPLOYMENT RATES, DECEMBER 2011

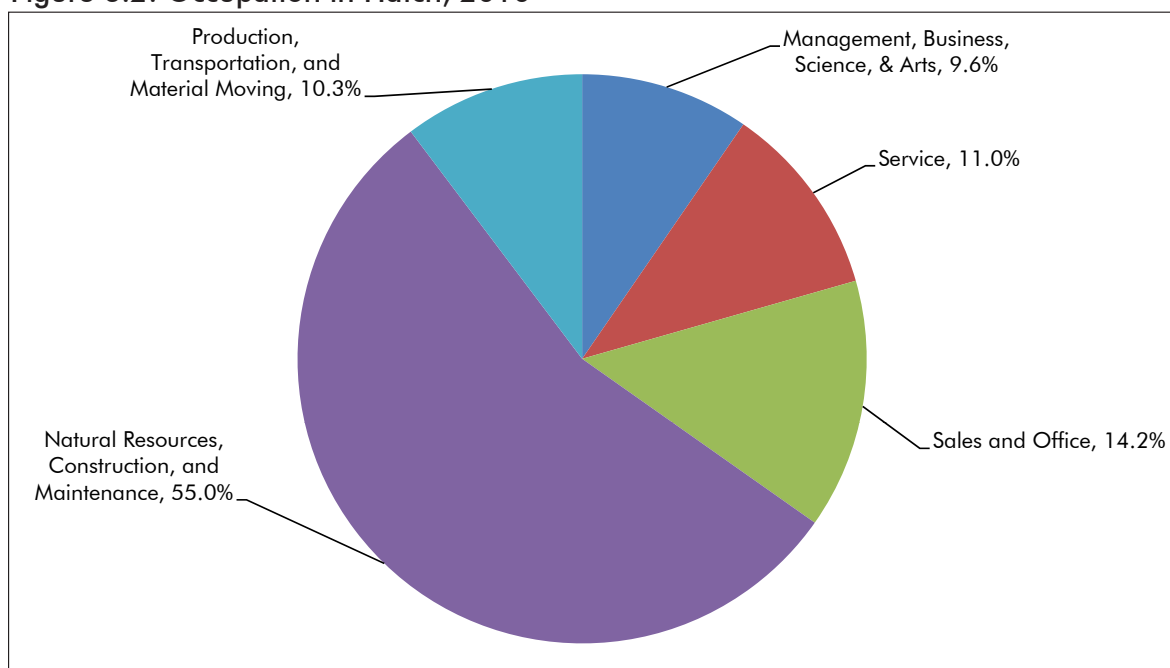
Counties / 2011 Rank	2010	2011	% Change
DOÑA ANA / 13	8.2%	6.6%	-19.5%
Grant / 9	10.1%	7.1%	-29.7%
Sierra County / 16	7.3%	6.1%	-16.4%
Luna County / 1	19.5%	16.9%	-13.3%
Otero County / 18	7.4%	5.8%	-21.6%
New Mexico	8.2%	6.4%	-22.0%

Source: NMDWS LAUS unit in conjunction with US Bureau of Labor Statistics

3. Occupation and Industry Type

The US Census Bureau determines the occupation of the civilian employed population 16 years old and over. Occupation is divided into five categories, including Management, Business, Science, and Arts occupations; Service occupations; Sales and Office occupations; Natural Resources, Construction, and Maintenance occupations; and Production, Transportation, and Material Moving occupations (see Figure 6.2). The occupation category representing the vast majority in employing Hatch residents is Natural Resources, Construction, and Maintenance at 55%. This is a significant increase from 2000 (see Table 6.5), where this occupation category represented 28.9% of the employed population.

Figure 6.2: Occupation in Hatch, 2010



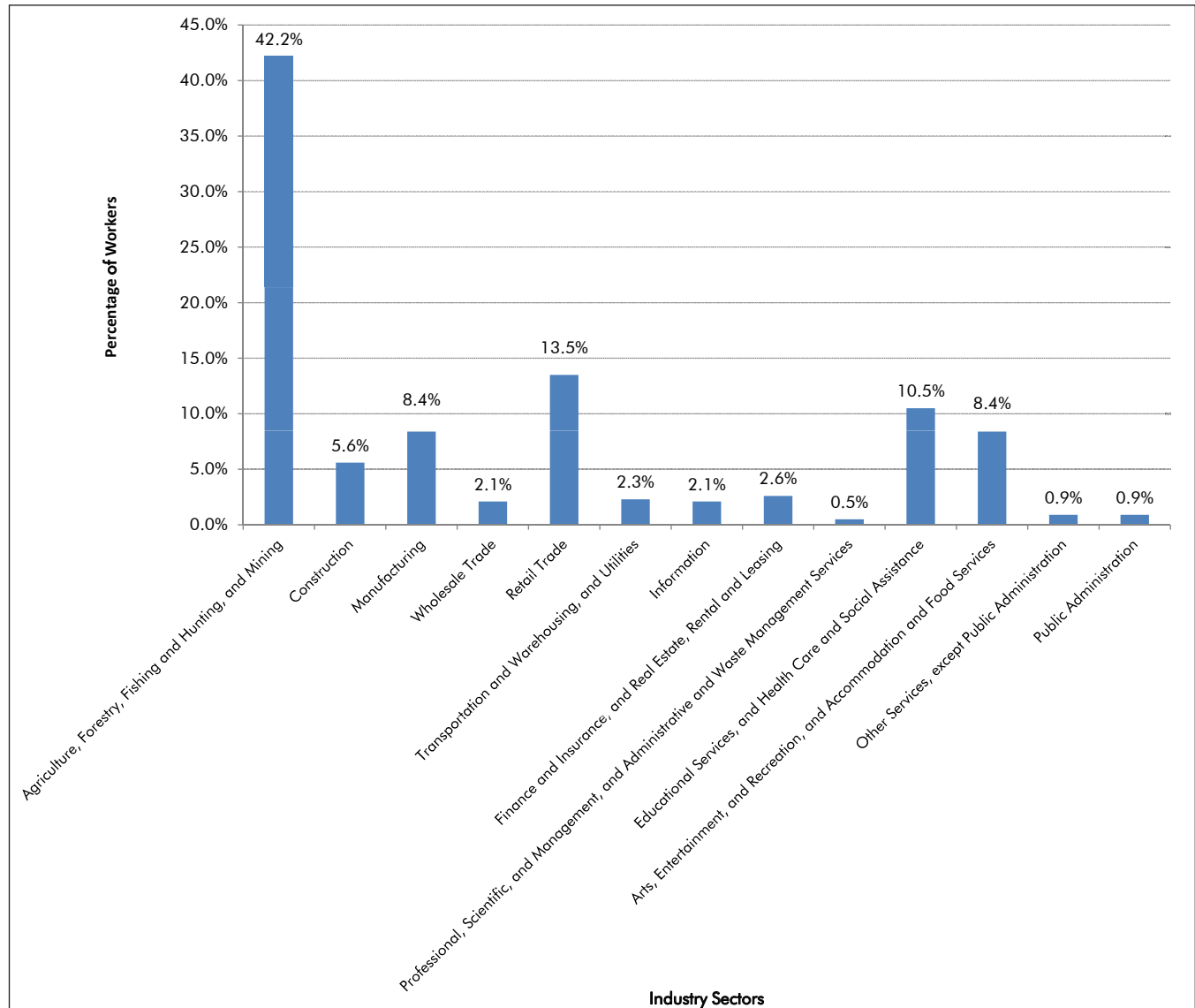
Source: US Census Bureau, American Community Survey 5-Year Estimates

TABLE 6.5: HATCH OCCUPATION, 2000 & 2010		
Occupation	2000	2010
Management, business, science, and arts occupations	23.5%	9.6%
Service occupations	15.4%	11.0%
Sales and office occupations	24.3%	14.2%
Natural resources, construction, and maintenance occupations	28.9%	55.0%
Production, transportation, and material moving occupations	7.9%	10.3%

Source: US Census Bureau, American Community Survey 5-Year Estimates

Industry type is divided into 13 separate sectors. Figure 6.3 shows how these industry sectors are distributed in Hatch. The Agriculture, Forestry, Fishing and Hunting, and Mining sector represents by far the industry type that employs the bulk of employed residents, 42.2%, in Hatch. Retail Trade is a distant second at 13.5% and Educational Services, and Health Care and Social Assistance is third with 10.5%. All other industries represent less than 10% of the jobs in Hatch.

Figure 6.3: Industry Sectors in Hatch, 2010



Source: US Census Bureau, American Community Survey 5-Year Estimates

4. Gross Receipts

Table 6.6 provides the taxable gross receipts for the 3rd quarter of 2009 and 2010 for the Village of Hatch, surrounding communities, and the state as a whole. The Village experienced a 23.8% increase between third quarter 2009 and 2010. Based on the 2010 population, per capita taxable gross receipts was \$4,275, which is significantly higher than the surrounding communities, but lower than Las Cruces and the state as a whole.

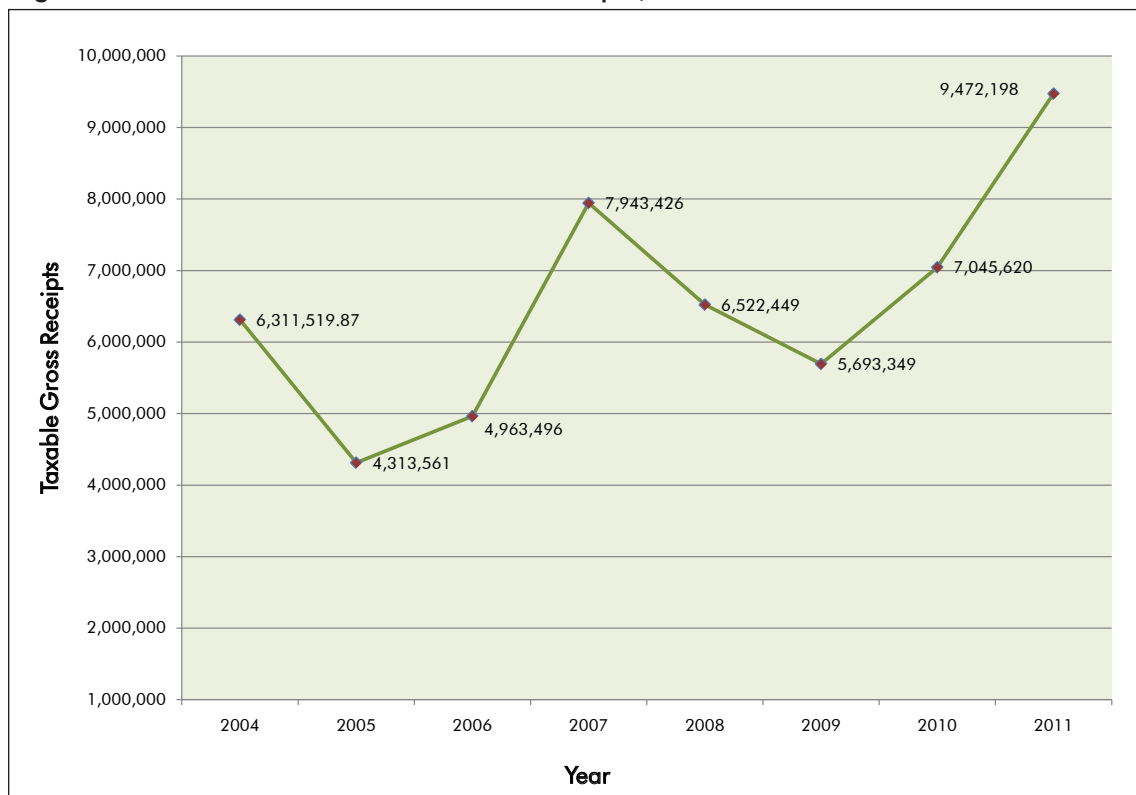
Figure 6.4 shows the third quarter taxable gross receipts between 2004 and 2011. The Village experienced a great deal of fluctuation in taxable gross receipts over this time period, but it appears to be on a positive trend with \$9,472,198 reported in 2011.

TABLE 6.6: TAXABLE GROSS RECEIPTS - 3RD QUARTER

Place	2009 Q3	2010 Q3	% Change 2009-10	2010 Population	Per Capita
HATCH	\$5,693,349	\$7,045,620	23.8%	1,648	\$4,275
T or C	\$22,783,483	\$22,996,466	0.9%	6,475	\$3,551
Tularosa	\$4,733,575	\$8,102,464	71.2%	2,842	\$2,851
Deming	\$50,464,446	\$52,624,217	4.3%	14,855	\$3,543
Las Cruces	\$552,024,794	\$543,565,291	-1.5%	97,618	\$5,568
New Mexico	\$11,359,026,132	\$11,954,413,027	5.2%	2,059,179	\$5,805

Source: New Mexico Department of Taxation and Revenue.

Figure 6.4: 3rd Quarter Taxable Gross Receipts, 2004-2011



Source: New Mexico Department of Taxation and Revenue.

5. Agriculture

Agriculture is one of the primary driving forces for the economy in Hatch and Doña Ana County. This section provides data from the USDA Census of Agriculture, which tracks agriculture data by county only (see *Table 6.7*). A 2007 snapshot of the agricultural economy, the most recent data available, is provided below.

The number of farms in Doña Ana County increased by 4.2% from 2002 (1,691) to 2007 (1,762). This is in strong contrast to New Mexico as a whole, where the average size of farm significantly decreased by 30.1% between 2002 (2,954 acres) and 2007 (2,066 acres).

The amount of land in farms slightly increased during this same time period by 1.5%, while the average size of farms decreased by 2.6%. Land in farms was divided between pasture (82.9%), cropland (16.3%), and other uses (1.6%). The market value of products sold experienced a significant increase of 54.4% between 2002 and 2007, and the average net farm income correspondingly increased by 48.2%.

TABLE 6.7: DOÑA ANA COUNTY AGRICULTURE MARKET, 2002 & 2007

	2002	2007	% Change
Number of Farms	1,691	1,762	4.2%
Land in Farms (acres)	580,769	589,373	1.5%
Average Size of Farm	343	334	-2.6%
Market Value of Products Sold	\$251,847,000	\$388,787,000	54.4%
Average Net Farm Income	\$148,934	\$220,651	48.2%

Source: U.S. Department of Agriculture Census of Agriculture, 2007.

In 2007, the total market value of agricultural products sold in Doña Ana County was \$388,787,000, placing the County in first place out of the 33 counties in New Mexico (see *Table 6.7*). Of that total, the market value of crops including nursery and greenhouse accounted for \$167,850,000 (first place) and livestock, poultry, and their products accounted for \$220,937,000 (third place). The next three tables provide a summary of the 2007 value of sales by commodity group, top crops, and top livestock inventory in Doña Ana County.

TABLE 6.8: DOÑA ANA COUNTY 2007 VALUE OF SALES BY COMMODITY GROUP

Commodity	Value	State Rank
Total value of agricultural products sold	\$388,787,000	1
Value of crops including nursery and greenhouse	\$167,850,000	1
Value of livestock, poultry, and their products	\$220,937,000	3
Grains, oilseeds, dry beans, dry peas	(D)	7
Cotton and cottonseed	(D)	1
Vegetables, melons, potatoes, sweet potatoes	\$34,800,000	1
Fruits, tree nuts, berries	\$67,752,000	1
Nursery, greenhouse, floriculture, sod	\$33,768,000	1
Other crops and hay	\$17,061,000	3
Poultry and eggs	(D)	1
Cattle and calves	(D)	8
Milk and other dairy products from cows	\$191,764,000	3
Hogs and pigs	\$23,000	3
Sheep, goats, and their products	\$78,000	17
Horses, ponies, mules, burros, donkeys	\$586,000	3
Other animals and other animal products	\$588,000	2

Source: U.S. Department of Agriculture Census of Agriculture, 2007

TABLE 6.9: 2007 TOP CROPS (ACRES)

Crops	Acreage	State Rank
Pecans, all	27,289	1
Forage - land used for all hay and haylage, grass silage, and greenchop	21,447	6
Cotton, all	14,295	1
Vegetables harvested for sale	10,118	1
Corn for silage	9,110	4

Source: U.S. Department of Agriculture Census of Agriculture, 2007

TABLE 6.10: 2008 TOP LIVESTOCK INVENTORY

Livestock	Quantity	State Rank
Layers	(D)	1
Pullets for laying flock replacement	(D)	1
Cattle and calves	110,928	5
Colonies of bees	9,262	1
Horses and ponies	2,206	6

Source: U.S. Department of Agriculture Census of Agriculture, 2007

COMMITTEE DRAFT - FOR REVIEW

C. ECONOMIC DEVELOPMENT PLANS & INITIATIVES

1. Village of Hatch Strategic Economic Development Plan, 2005

Subsequent to the 2003 Comprehensive Plan, the Village of Hatch Strategic Economic Development Plan was completed in coordination with the South Central Council of Governments (Consensus Planning, April 2005). Much of the information, objectives, and strategies contained in the Plan are still relevant for the Village of Hatch.

Consistent with the Strategic Economic Development Plan, the Village of Hatch established an Economic Development Committee and passed an Economic Development Ordinance. The Committee's primary function was to administer the small business revolving loan fund; however, the Plan recommended that its responsibilities be broadened to include implementing the Plan, participating in regional economic development forums, researching economic development initiatives proposed by the legislature, liaison with the State Economic Development Department, and developing outreach strategies to tourists and residents to determine their needs.

Some of the Plan's key findings included:

- There is a lack of year round employment due to seasonal agriculture.
- Production and distribution could help expand agriculture to year round employment.
- There is a lack of all types of housing especially farm worker housing.
- There are traffic problems on Highway 26 at NM 187 and NM 185 intersections.
- At the time of writing, the Village was developing an industrial park.
- There is good access to transportation infrastructure, including the municipal airport.

An exercise to identify the community's strengths, weaknesses, opportunities and threats (SWOT) was performed with community members and Village leaders. The SWOT analysis was then used to develop strategies. Recommendations for economic development strategies were organized around five critical components for economic development as identified by community members. These objectives, strategies, and recommendations are briefly described below:

1. Community Mobilization and Initiative Building - The Plan recommended that the Village revise the role of the Economic Development Committee to include the implementation of the Economic Development Plan, participation in regional economic development forums, research economic development initiatives proposed by the legislature, liaison with the State Economic Development Department, development of a community marketing vision, and to develop outreach strategies to tourists and residents to determine their needs.

The Plan also recommended that the Village coordinate with other local economic development programs, including MVEDA, New Mexico Economic Development Department, South Central Council of Governments, and other neighboring communities and counties. The Community Development Block Grants and other federal grants and programs for the area are handled through the South Central Council of Governments. This coordination could be beneficial to Hatch in regard to awareness of the availability of federal grants and programs, as well as providing application assistance.

Another important recommendation was that the Economic Development Committee facilitate the development of a marketing vision. Developing a vision would help to determine an economic development approach that is tailored to the character of Hatch.

2. Workforce Education and Training - The Plan recommended that the Village strengthen relationships with area institutions, develop workforce training, and develop community outreach programs. One of the key recommendations was to pursue a Doña Ana Community College Branch (DACC) in Hatch, which has been accomplished (see section XX for more information about the DACC).
3. Economic Diversification - The Plan recommended that Hatch retain and expand existing industry; identify and promote Hatch to target industries; market the Village to target employers; and pursue becoming a Certified Community through the New Mexico Economic Development Department. The Hatch Industrial Park was specifically cited as a resource for expanding industry sectors, particularly agriculture and value added industries (processing and distribution of agricultural products). Some of the suggested target industries included:
 - Transportation based warehousing/distribution centers
 - Food processing or manufacturing
 - Tourism
 - Technology based manufacturing and research and development
 - Arts and Crafts
4. Infrastructure and Facilities - The Plan recommended extending and improving infrastructure, particularly in support of economic development efforts at the Industrial Park; inventorying and marketing existing infrastructure and the Industrial Park; and continuing the development and implementation of the 'Chile Corridor'.
5. Housing, Amenities, and Quality of Life - The Plan included strategies for implementing a housing initiative to address the need for more single

family, multi-family, and workforce housing. Strategies included working with other surrounding communities on establishing a community housing development organization; coordinating with Tierra del Sol and Doña Ana Housing Authority; increasing the amount of farmworker housing; and mitigating the flood plain. The Plan also recommended marketing and improving the existing recreational amenities both within the community and in the surrounding area; adopting a beautification campaign; and improving or developing lodging facilities.

2. Hatch Economic Development Plan/Ordinance, 2007

Subsequent to the 2005 Strategic Economic Development Plan, the Village of Hatch adopted an Economic Development Plan in accordance with the State of New Mexico's enabling legislation and as originally recommended by the 2003 Comprehensive Plan. The purpose of the 2007 Plan was to "allow public support of economic projects to foster, promote, and enhance local economic development efforts while continuing to protect against the unauthorized use of public money and other public resources. Further, the purpose of this chapter is to allow the Village of Hatch to enter into one or more joint powers agreements with other local governments to plan and support regional economic development projects. (Ord. 343 § 3.1, 2007)."

The ordinance allows the Village to impose a municipal infrastructure gross receipts tax and dedicate the revenue for economic development projects. The Village may impose a total of 0.25% tax (in four increments of 0.0625). Assistance to a qualifying business may be direct or indirect and may include the purchase, lease, grant, or construction, reconstruction, improvement, or other acquisition or conveyance of land, buildings, or other infrastructure; infrastructure improvements necessary for location or expansion of a qualifying business; and payments for professional services contracts necessary for the Village to implement a plan or project. In addition, the Village can waive fees, provide access to low cost loans, offer lots at the Hatch Industrial Park at lower than market rates, or provide reductions up to 20% on lodgers taxes or Village-owned utilities.

The Northern Doña Ana Economic Development Advisory Council is the entity authorized to implement the Village's economic development efforts and meet and negotiate with business prospects. The MVEDA and the Hatch Chamber of Commerce are both available to provide assistance with the application requirements.

3. Sustainable Agriculture Development

In response to Executive Order 2010-001, Action Item III.5.b, the New Mexico Department of Agriculture (NMDA) appointed a Sustainable Agriculture Development Working Group, which included representatives from New Mexico State University Cooperative Extension/Small Farm Initiative. The Group developed the Sustainable Agriculture Development Report, which speaks to a number of issues relevant

to the agricultural economy in Hatch. The term “sustainable agriculture” is defined as an integrated system of plant and animal production practices having a site-specific application that, over the long-term, will:

- Satisfy human food and fiber needs.
- Sustain the economic viability of farm operations.
- Enhance environmental quality and the natural resource base upon which the agriculture economy depends.
- Make the most efficient use of non-renewable resources and on-farm resources and integrate, where appropriate, natural; biological cycles and controls.
- Enhance the quality of life for farmers and society as a whole.

According to the Sustainable Agriculture Development Report, up to 97% of New Mexico’s agricultural products leave the state, while the state imports more than \$4 billion in food products. As a result, farmers in New Mexico receive approximately 19% of the final food dollar and 48% worked 50 or more days off-farm to support their families. Increasing the amount that consumers purchased from local farmers to 15% would bring in an additional \$375M to the state.

The report identified the organic food market as an area well suited to maintaining the profitability of small farms. The 2008 Farm Act included initiatives designed to increase the amount of organic acreage and to address the major obstacles in organic production. In 2008, the USDA Natural Resources Conservation Service implemented the Environmental Quality Incentive Program Organic Initiative that makes conservation practices related to organic production and transition to organic production eligible for payments under the conservation program. In 2008, US producers dedicated approximately 4.6 million acres of cropland, rangeland, and pasture to certified organic production. New Mexico ranked fourth in the nation with nearly 120,000 acres of cropland and rangeland organically certified.

The Working Group identified four principal areas of focus and made a number of recommendations to increase the link between an evolving green economy and state and global sustainable agriculture/food systems in New Mexico, including sustainable agricultural policy, sustainable agriculture infrastructure, sustainable agriculture value chains/market solutions, and sustainable agriculture research and education. A sample of the recommendations contained in the report that are particularly relevant to Hatch includes:

- Development of rural food hubs to bring together the multiple aspects of food production, processing, aggregation, and storage to maximize efficiencies, particularly with respect to distribution.

- Investment in rural food storage including dry storage, cold storage, and freezers.
- Investment in rural distribution infrastructure to provide new enterprise opportunities and improve marketing capacity for rural producers.
- Investment in and combining food aggregation and processing to allow for collective marketing and producing raw agricultural products that are more accessible to food service buyers, particularly local school districts.
- Development and support of scale-appropriate financing mechanisms for sustainable food and agriculture enterprises.
- Seek out high-value niche markets for small-scale farmers.
- Invest in developing local and state food systems that provide markets for New Mexico agricultural products.

Based upon the recommendations, the Governor's Green Jobs Cabinet recommended convening and supporting a New Mexico Sustainable Agriculture New Mexico First Summit with representation from New Mexico sustainable agricultural sectors – production and processing, Governor's Cabinet offices, agriculture community (conventional, tribal, organic, etc.), and natural resource agencies and higher education – to identify sustainable agriculture enterprise zones (food hubs); sustainable agriculture research and education priorities; value chain and market solutions; and infrastructure needs and priorities. Hatch farmers should participate in these activities, where possible, to help facilitate new and innovative ways to support this important segment of the local economy.



Case Study - Preferred Produce, Inc. - Located in Deming, Preferred Produce is a local, sustainable, and socially responsible agricultural business which

grows its produce free of chemical fertilizers and pesticides. State of the art greenhouses allow for organic growing year-round. Produce is picked only when ripe and delivered fresh within 48 hours of harvesting to local markets and upscale stores around the southwest. In May, 2012, it was announced by the New Mexico Economic Development Department that Preferred Produce received \$200,000 in equity and debt funding from New Mexico Angels and New Mexico Community Capital. The capital investment will go towards doubling the size of the company's greenhouse and add five new jobs to their existing staff by later in the year.

New Mexico Angels is an investment group that actively invests in regional start-ups, while providing industry experience and coaching to the funded entrepre-

neurs. They also have a number of educational programs available to the business community. New Mexico Community Capital, a private, non-profit Community Development Financial Institution that supplies capital and knowledge for New Mexico's high potential businesses in emerging or underserved markets.

4. Mesilla Valley Economic Development Alliance

The Mesilla Valley Economic Development Alliance (MVEDA) is a public/private partnership dedicated to the creation of economic based job opportunities in Doña Ana County. MVEDA's partner organizations include the Village of Hatch, City of Las Cruces, Doña Ana County, New Mexico State University, Doña Ana Community College, Las Cruces Public Schools, and over 90 local businesses and organizations. MVEDA collaborates with the New Mexico Economic Development Department and the New Mexico Partnership in bringing new jobs to the region, and is the point of contact and information source for industries looking to locate or expand into Doña Ana County. A representative from the Hatch Chamber of Commerce sits on the board of MVEDA.

MVEDA is involved with the New Mexico Borderplex, a three state, two country region comprised of the Las Cruces MSA, El Paso MSA, and Ciudad Juarez, Chihuahua, Mexico. A couple examples of the initiatives that MVEDA cites as having the potential for impacting the Village of Hatch include:

Union Pacific Railroad Rail Facility - This is a \$400M on-going project located west of the Santa Teresa Airport at the Port of Entry, which is about 60 miles from Hatch. This project is projected to bring 3,000 construction jobs and 600 permanent jobs to the local area, but even more significantly, give southern New Mexico, including the Village of Hatch, an inland port that will serve as a strategic focal point for movement of goods between the US and Mexico, and throughout the US via rail and truck transport. The Hatch Industrial Park has access to the Southwestern Railroad, which in turn links to Union Pacific and Burlington Northern Santa Fe Railroads.

Unmanned Aerial Vehicles/Systems (UAV/UAS) - Unmanned aerial vehicles/systems is the fastest growing segment of the aerospace industry, with a very strong presence in southern New Mexico, and specifically at NMSU. This provides a unique opportunity for UAV companies to conduct testing, research and development, and assembly operations outside of a military base. A recent development has included a flight test center for UAVs at the Hatch Municipal Airport.

D. ECONOMIC DEVELOPMENT OPPORTUNITIES

1. Hatch Chile Festival

The Hatch Chile Festival, a two-day event held on Labor Day weekend, is organized by the Hatch Valley Chamber of Commerce. The festival attracts over 30,000 visitors from all over the United States that sample Hatch's most famous crop. The festival features a parade, carnival, food, music, and arts and crafts. The Hatch Chile Festival has made the Village famous and provides an excellent economic development boost. However, the Village continues to lose out on gross receipts due to the lack of lodging available. Development of an RV park and motels would keep much of those dollars spent by tourists attending the Hatch Chile Festival in Hatch. As previously mentioned in the Land Use section, there is an opportunity for these uses at the annexation area of Exit 41.



Images from Hatch Chile Festival

2. Hatch Industrial Park

The Hatch Industrial Park is located six miles west of the Village along Highway 26 (see map on page 13). The Park contains 58.2 acres and is zoned by the Village for manufacturing uses. The Park is intended for light industrial, general manufacturing, and aerospace related and technology based industries that will expand and diversify the local economic base. All Village-owned parcels are eligible for consideration under the Hatch Development Plan as described above.

The two users at Hatch Industrial Park include Skyline Produce (onion packing) and NextEra Energy Resources. NextEra constructed and is operating a 5-megawatt concentrating photovoltaic (CPV) project. This project is estimated to be the largest CPV system in North America. Electricity generated from the project is sold to El Paso Electric under a Purchase Power Agreement (PPA) to help meet New Mexico's Renewable Energy Portfolio Standard. The project was funded by Industrial Revenue Bonds.

One of the actions being considered by the Village is to expand the Hatch Industrial Park. This would be accomplished by acquiring land from the Bureau of Land Management (BLM) and annexing it to the Village by 2013. With this expansion,

the Industrial Park would be 619 acres in size. The expansion would provide additional opportunities for new industry in the Village.

3. Spaceport America

Spaceport America, the first purpose-built commercial spaceport in the world, is located on 18,000 acres adjacent to White Sands Missile Range. It has been providing commercial launch services since 2006. Phase One development is



Spaceport America

anticipated to be complete this year. Phase Two development will include improvements to the vertical launch complex, paving of the southern road to the Spaceport, and development of a 'Visitor Experience' for students, tourists, and space launch customers.

In addition to Virgin Galactic, officials at Spaceport America have been working closely with entrepreneurial space leaders

such as UP Aerospace, Armadillo Aerospace, as well as established aerospace firms like Lockheed Martin, Boeing, and MOOG - FTS to develop commercial spaceflight at the new facility. The economic impact of launches, tourism, and new construction at Spaceport America is already delivering on the promise of economic development to New Mexico.

The Spaceport America Visitor Experience is intended to be a professionally-designed immersion into the excitement of the world's first purpose-built, commercial spaceport. Visitors will be invited to explore the history, adventure, potential, and inspiration of the next space age. Spaceport America predicts that attendance will grow to more than 200,000 visitors annually. As part of the Spaceport America Visitor Experience, the plans include two off-site welcome centers located in the Village of Hatch and in Truth or Consequences in Sierra County. There will also be an on-site visitors' center, special behind the scenes tours, and the opportunity to visit the Virgin Galactic Gateway to space.

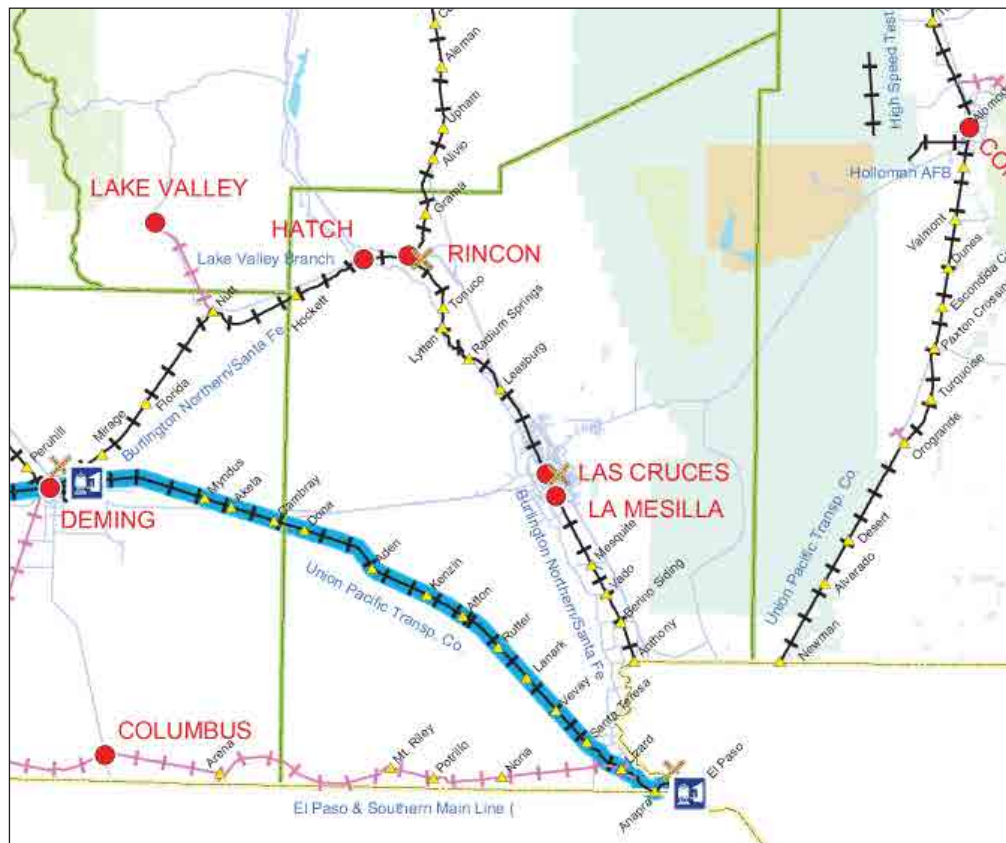
In 2011, in anticipation of the development of a welcome center, the Village of Hatch annexed 308 acres of land on the north side of the Rio Grande. Recently, Spaceport America made an announcement that it would seek offers from land-owners willing to sell land for the purpose of building the facility. Now that this property is located within municipal limits, the Village is considering all of its options relative to this property. Using this property to further economic development goals would be the prudent path to follow.

4. Rail Applications

The Village of Hatch is ideally located within the rail system of New Mexico, yet it currently derives very little economic benefit for that positioning. The Village sits on the spur rail line from Rincon, located to the east of Hatch and containing a terminus, to the mines in Silver City. The history of the Rincon terminus as the southern-most site of the Harvey Houses has never been developed.

The advent of the Spaceport America will provide future opportunities for the northern area of Doña Ana County to benefit from rail. The Spaceport's concept of mass transportation of visitors to the Spaceport can only be supplied by rail when the projected future number of visitors is realized. Logistical support of the Spaceport could also be better supplied by rail. The spur line through the Village provides opportunities for development along the right-of-way parallel to E. Hall Street, which has its own development potential.

Long term planning for economic development should include the development of rail potential in the spur through Hatch and in Rincon.



New Mexico rail map

5. Geothermal Energy

Doña Ana County has long been noted for its potential for the development of geothermal energy, which allows for a significant cost savings, as well as stabilized costs, over heating with fossil fuels. Another significant advantage with geothermal is that it can produce energy without contributing to carbon dioxide greenhouse gas emissions.

New Mexico State University (NMSU) has been using geothermal energy for many years, and the use of geothermal resources for greenhouses has tremendous potential, particularly for an agricultural-centered community like Hatch. The Southwest Technology Development Institute at NMSU runs a geothermal program and has recruited new businesses and assisted existing businesses through a program of geological studies, engineering, and marketing assistance centered around business incubator facilities, NMSU Geothermal Research Greenhouse, and NMSU Geothermal Aquaculture Center (*Source: Geothermal Energy in New Mexico, James C. Witcher, Southwest Technology Development Institute, NMSU, December 2002*).

Case Studies

- A. Masson Farms - Located in the Village of Radium Springs approximately 20 miles south of Hatch, Masson Farms has been operating one of the largest geothermal greenhouses in the nation since 1986 due to the presence of a reservoir of 135 degree water. Masson Farms, which primarily grows flowering plants, utilizes a non-consumptive system that extracts heat from the hot water and returns the heat back into the ground. This is a clean industry and is not subject to the fluctuations in the cost of natural gas.
- B. Lightning Dock - This is a new geothermal energy project planned for Deming. It will be New Mexico's first commercial geothermal electric project. Cryq Energy is slated to invest almost \$100 million in the project, the company's second geothermal project in the U.S. The plant will provide 15 megawatts of geothermal electricity with a binary system, which will produce steam for turbine generators at lower heat levels than traditional "flash" technology. In binary systems, plants pull hot water into a closed system. The water passes through a heat exchanger, which then heats an alternative fluid to create a gaseous steam for a turbine generator. The company may supply electricity to Arizona, but has also submitted a bid to PNM for its 2013 renewable energy procurement plan.

New technologies under development at Sandia National Laboratories are anticipated to attract more geothermal developers to New Mexico. According to Doug Blankenship, Sandia Manager of Geothermal Research, lowering the cost of drilling could make most of western New Mexico accessible for geothermal power.

Application of the region's geothermal resources are numerous, including geothermal greenhouses as noted above (New Mexico currently leads the nation in this application), electric power generation, geothermal aquaculture, geothermal space and district heating, and geothermal spa and pool heating. The potential for geothermal development in Hatch should be explored further with assistance from the Southwest Technology Development Institute at NMSU in Las Cruces and Sandia National Labs.

6. Business Incubators

Business incubators are dedicated to the start-up and growth of small businesses, and typically provide business management and support services. Business incubators can help foster the creation of new jobs, enhance a community's entrepreneurial climate, help retain existing businesses, build or accelerate growth in a local industry, and work to diversify local economies. Business management assistance may include professional advice, information on small business regulations, and assistance with advertising, promotion, and marketing, financial counseling, loan applications, etc. Support systems offered by a business incubator may include clerical and reception staff, cleaning, access to copy machines, computers, faxes, etc. Rental space within a business incubator is typically provided at below market rates. Many business incubators typical serve a variety of business types, and many of them include a commercial kitchen, depending on the community.

The National Business Incubation Association (NBIA) is an excellent resource for information regarding starting and managing a new business incubator. NBIA estimates that, in 2005 alone, North American incubators assisted more than 27,000 start-up companies that provided full-time employment for more than 100,000 workers and generated annual revenue of more than \$17 billion (*Source: 2006 State of the Business Incubation Industry*).

For the Village of Hatch, providing a mixed use business incubator with a commercial kitchen would help in creating value-added products from locally grown crops such as chile. Understanding who might be interested in participating in such a facility and undertaking a feasibility study would be good steps for the Village to take. This could include professional offices, catering businesses, food vendors, bakeries, restaurants, etc.

Case Studies:

- A. South Valley Economic Development Center - Open since 2004, the South Valley Economic Development Center is a collaborative effort between Bernalillo County and the Rio Grande Community Development Corporation. The 15,000 square foot facility serves as both a business incubator for clients located in the building and commercial kitchen users, and as a catalyst for economic development. The facility provides the space, resources, and training for new and expanding small businesses in the unincorporated area of the South

Valley, and offers flexible leases on office space, a fully equipped commercial kitchen, and comprehensive business support for small businesses. The commercial kitchen serves users that are in the catering business, organic farming, and produce a variety of products from cookies and candy to chile products and jams. The facility also houses a small restaurant space.

- B. Santa Fe Business Incubator - The Santa Fe Business Incubator (SFBI) is a not-for-profit economic development organization that offers office, lab, and light manufacturing space with affordable short-term leases in a 30,000 square foot facility. Services offered include entrepreneurial support services for emerging companies in a wide range of industries, networking events, strong media relationships, access to the business and government communities, on-site business seminars and workshops, and a convenient location with ample parking on the south side of Santa Fe. An entrepreneurial community has been created from the network of client companies who support each other to the members of the local business community who volunteer their expertise to provide clients with free business and technical assistance.

E. ECONOMIC DEVELOPMENT GOALS, OBJECTIVES, and IMPLEMENTATION STRATEGIES

Economic Development Goal 1: Promote and foster economic growth that meets the shopping, service, and employment needs of the Village.

Objective 1.1: To create a more sustainable economy by capturing a greater percentage of gross receipts taxes spent by residents.

Objective 1.2: To create new employment opportunities in order to retain youth in the community and to lower the unemployment rate.

Implementation Strategy 1.1: Continue to expand and upgrade facilities and infrastructure at the Hatch Industrial Park. Consider annexation of additional land to order to expand the Industrial Park.

Implementation Strategy 1.2: Identify potential business recruitment candidates, including the aerospace, renewable energy, and other industries that are complementary to agriculture such as food storage, processing, and distribution companies.

Implementation Strategy 1.3: Pursue the development of a rural food hub that consolidates food production, processing, storage, and distribution.

Implementation Strategy 1.4: Pursue geothermal energy industries and/or businesses. Potential businesses could include greenhouses, energy development, fishery, etc.

Implementation Strategy 1.5: Undertake a feasibility study for developing a mixed use business incubator. A commercial kitchen should be a component of any business incubator and should help create value-added products grown locally in Hatch.

Implementation Strategy 1.6: Support and partner with the Hatch Valley School District and Doña Ana Community College in developing work training programs for existing and future business clusters (e.g., aerospace, tourism and hospitality, food service, geothermal and other alternative energies).

Goal 2: Establish Hatch as an important rest stop/service center for travelers on NM 26 and I-25, as well as visitors to Spaceport America.

Objective 2.1: To attract additional businesses and attractions that serve travelers and tourists.

Implementation Strategy 2.1: Develop incentives and identify potential locations for traveler-oriented businesses, including hotels, motels, RV parks, restaurants, and truck stops.

Implementation Strategy 2.2: Develop an overall marketing vision for Hatch that promotes the Village as the chile capital of the world and the southern gateway to Spaceport America.

Implementation Strategy 2.3: Promote the Exit 41 annexation area along I-25 as an appropriate location for businesses complementary to Spaceport America Welcome Center (e.g., gas station, rest stop, restaurants, gift shop, and other support services).

Implementation Strategy 2.4: Consider annexation of land along I-25 for development of a municipal golf course and recreation area.

Implementation Strategy 2.5: Develop the rail transportation potential for visitors to the Spaceport America by activating the railroad spur in Hatch.

Goal 3: Expand Hatch's ability to undertake economic development initiatives.

Objective 3.1: To ensure success in attracting new industry and business through networking and partnering with economic development organizations.

Implementation Strategy 3.1: Continue to support the Hatch Chamber of Commerce.

Implementation Strategy 3.2: Coordinate with economic development groups such as MVEDA, Northern Doña Ana Economic Development Advisory Council, and SCCOG.

Implementation Strategy 3.3: Coordinate with and stay apprised of the recommendations coming from the Sustainable Agriculture Development Working Group.

Implementation Strategy 3.4: Consider the establishment of a 1/4 cent gross receipts tax to generate funds for economic development projects.

Goal 4: Reinforce Hatch's image as the center of chile production in New Mexico.

Objective 4.1: To enhance Hatch as a visitor destination.

Objective 4.2: To expand the market for chile exports.

Implementation Strategy 4.1: Establish a "chile plaza" along the entrance to the Village from I-25, with stores, restaurants, and other attractions related to Hatch chile.

Implementation Strategy 4.2: Continue to promote the Hatch Chile Festival throughout the southwest region and beyond through advertisements in print media, social networks, and tourism outlets.

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A. OVERVIEW

Infrastructure provides the backbone of the community since it dictates the ability to support its residents and attract future economic growth and development. The maintenance, continued expansion, and investment in the Village of Hatch's water, wastewater, storm water drainage facilities, gas, electric, and solid waste utilities are key elements of the successful growth and sustainability of the community. The Village's various physical infrastructure systems are addressed in this section, including water supply, storage, and distribution; wastewater collection and treatment; storm water collection and drainage; natural gas; solid waste collection and disposal; and other utilities such as electric power and lighting, telephone, and internet service.

B. WET UTILITIES

1. Water

Water supplies for the Village of Hatch are drawn from the groundwater aquifer in the Nutt-Hockett groundwater basin. Domestic water is provided by two production wells. The main water supply is produced by a large production well, 100 horse power (HP) submersible pump, capable of delivering 425 gallons per minute (GPM). Water well NH 299, also known as the Hackey well, is located 10.5 miles southwest of the Village. A supplemental production well, NH 285, (a.k.a. Hillburn Well), is located five miles southwest of the Village at the upper reach of the Placitas Arroyo. NH 285 delivers 275 G.P.M. to the Village storage system. Both production wells deliver water with a quality that is adequate for domestic use (The Trebor Group, P.C. 1997)

The Village of Hatch owns a combined total of 862.5 acre feet per year of water rights within the Nutt-Hockett Basin. The water rights were part of the basin adjudication completed in August of 2002 by the New Mexico Office of the State Engineer. An additional 194 acre feet of surface water rights from the Souse Springs, a tributary arroyo to the Rio Grande, is available, but due to poor quality is currently not used. The Lower Rio Grande water rights adjudication has been in process for a number of years and continues today.

The Village of Hatch serves the community's domestic water needs with approximately 750 water meter hook-ups. The Village public water supply system not only serves the incorporated area, but also supplies water for the communities of Milagro, Placitas, Rodey and other unincorporated areas outside the Village (see *Water System map*, page 53). It has a water storage capacity of 1,145,000 gallons. This is derived from a combination of one below ground concrete tank (120,000 gal.), and two above ground steel tanks (225,000 and 800,000 gal.). The storage facility is located south of the Village on the south valley escarpment.

The Village of Hatch 40 Year Water Plan was completed in 1997; however, this plan is still relevant to the Village's expected long term water needs. Based on the 40 Year Water Plan, the typical quantity of water consumed on any given day by

any one individual (average day rate) in 1996 was 138 gallons per capita per day and an average of 141 (g.p.c.d.). The peak monthly rate is 182 g.p.c.d. Given these figures and a projected population of 7,469 by the year 2040, consultants determined that the Village will need to provide 918 g.p.m. for a dependable water supply (The Trebor Group P.C., 1997). Together, the two production wells are capable of producing 700 gpm, which is inadequate to meet the projected 40 year future demand. Compounded by current industrial growth at the Hatch Industrial Park and new construction by the Hatch Valley School District, it is anticipated that additional water production wells and storage will be necessary in the very near future to ensure adequate water supply for future growth and providing a redundant water supply for emergency situations. System improvements are needed to provide adequate volume and pressure to serve the baseball fields, fairgrounds, and the Hatch Municipal Airport. A study to determine this impact or an update to the 40 Year Water Plan is recommended.

Water transmission and distribution is accomplished by approximately 43,000 linear feet of 8", 6", 4", and 2" PVC pipe throughout the service area. Generally, the overall water distribution system is in good condition. Of the 851 current water meter hook-ups, 376 residential and commercial water meter hook-ups were replaced in 1998. The remaining meters have since been replaced by the Village Utility Department. The majority of the transmission lines were also replaced in 1998. Additional meter hook-ups are provided by the Village as customer demand requires. A new radio read (self read) meter replacement and associated software program is nearing completion and will provide greater water reading efficiently and accuracy.

2. Fire Protection

The amount of water needed for fire flow (the rate of water flow at a residual pressure of 20 pounds per square inch necessary to control a major fire in a specific structure) was set at 1,000 gallons per minute for a two-hour duration with a residual flow of 20 PSI according to the State of New Mexico and National Fire Code. With two groundwater wells and three ground storage tanks with a capacity of 1,145,000 gallons, the Village has sufficient storage for fires. The 55 fire hydrants strategically located in the community offer adequate fire coverage, but the distribution lines can not deliver the necessary fire flow of 1,000 g.p.m. considered adequate for fire protection by the most recent Fire Code revisions. Fire protection for the Hatch Industrial Park has been improved by construction of a new fire booster pump station located at NH-285 and new distribution pipe to the Industrial Park.

In order to upgrade the system to conform to the current guidelines of the State of New Mexico and Doña Ana County Fire Marshal requirements for new businesses and the National Fire Code water supply system standards, improvements to the system would be needed. A feasibility study for this effort is recommended to determine the most efficient method of meeting current fire flow requirements.



3. Water Quality

Routine chemical monitoring of the Village wells required by the Federal Safe Drinking Water Act indicates no contamination of the water supply. According to a Source Water Assessment conducted by the State of New Mexico Environment Department in 1995, water quality data parameters are all within the requirements for a public water supply system. The Village has had an excellent compliance history under the state regulations. There were no violations of contaminant levels or of coliform levels on record for the past ten years.

4. Water Conservation

The Village of Hatch has a water conservation ordinance in effect to encourage all users of water within the municipal limits to reduce water consumption and waste. This is the purview of the State Engineer, who requires a 40-year water management plan from water utilities and enforces water conservation measures. As clean and safe water availability becomes scarcer and in greater demand, water conservation efforts will play a larger role for the Village. Stricter codes regulating domestic water irrigation methods and allocated times for watering will need to be adopted and enforced in the future.

5. Stormwater Drainage

For the Village of Hatch, addressing the overall concerns related to drainage will be a major benefit for the community and will provide a sense of security, especially during the summer months where precipitation usually occurs most frequent. The concerns with drainage for the Village may not be resolved in its entirety; however, this subsection identifies projects and tasks that will be an enormous step forward in achieving the goal to minimize and dissolve critical drainage issues within the area.

Surface drainage as a result of significant precipitation within and around the Village of Hatch has been a challenge for many years.

In August 2006, the Village of Hatch experienced significant damage to property and infrastructure as a result of frequent and very intense short duration thunder storms within the watershed located southwest of the Village. The community is situated in an area where topography is relatively flat and roadways and railways and other existing infrastructure are elevated which currently prohibits surface flows from exiting the community effectively.



Box culvert at the Placitas Arroyo and Canal Road crossing

Eventually, storm water runoff migrates toward the center of the Village along New Mexico 26 (Hall Street) where currently, a 36" diameter gravity driven storm drain pipe runs from west to east. The storm drain pipe alignment, which parallels Hall Street, is sent to a lift station at the south west corner of Hall and Franklin Streets. The lift station discharges to the Placitas Arroyo west of town, immediately north of Highway 187. The Village of Hatch street improvement project, which was conducted in 2006-2007, involved the construction of new storm drain drop structures and pipe connections along Wilson, School, and Jefferson Streets, immediately south of Davis Street. The new storm drain sections were directed south and tied to the existing storm drain system along Hall Street. Other than this drainage system, the community has little or no other significant storm drain facilities in the remainder of the Village.

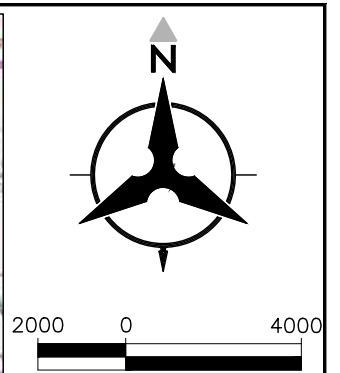
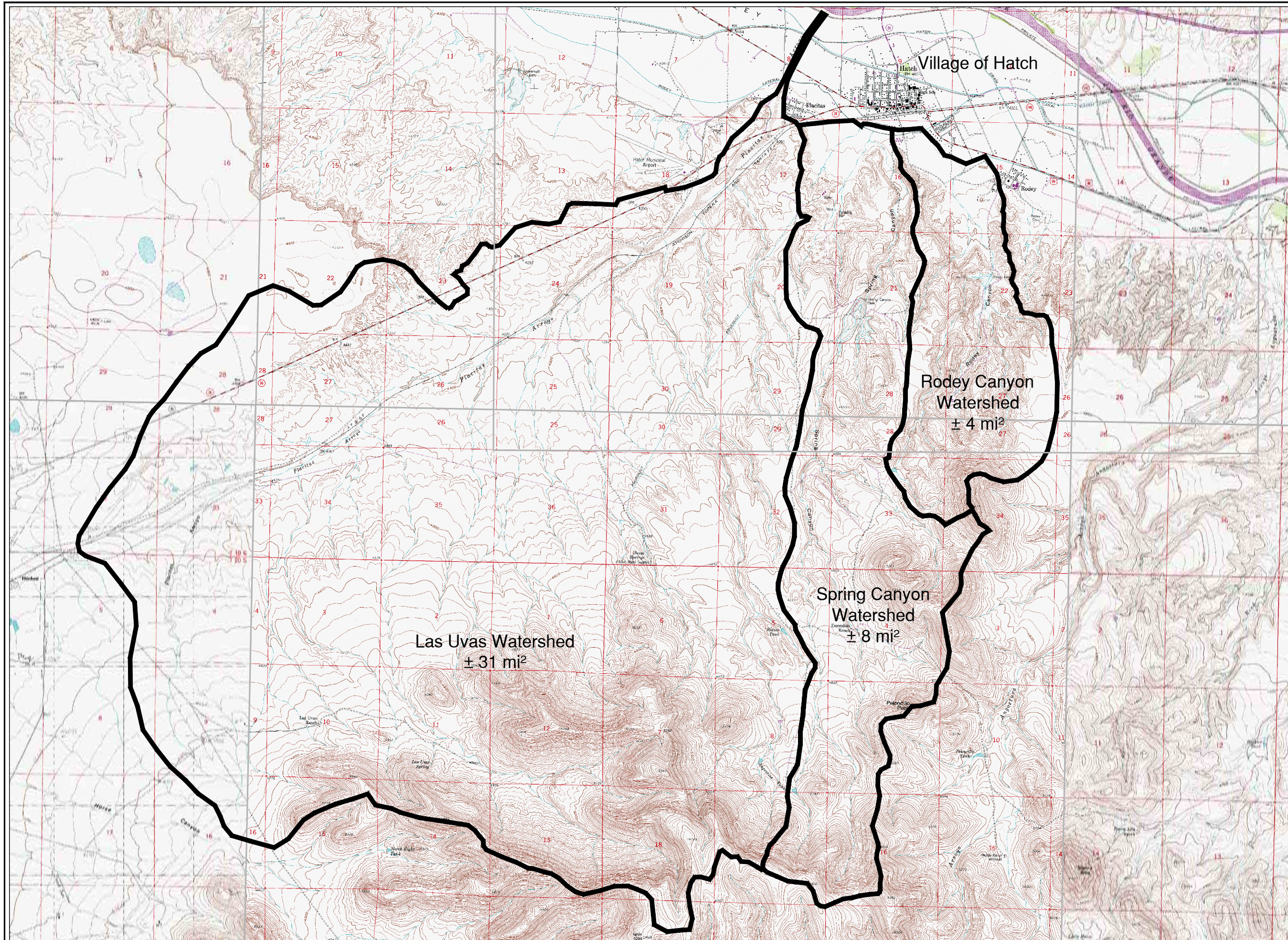
The following deficiencies have been identified:

- The majority of properties is typically flat and offer no slopes to drain.
- Local paved roads typically lack curb and gutter.
- There is no drainage infrastructure to divert or transport storm water runoff from local streets and properties, with the exception of the 36" storm drain pipe mentioned above.
- Previously developed properties tend to lack the use of on-lot ponding or other means of storm water detention.

It is apparent that the Village of Hatch has localized flood related issues to address; however, off-site contributing watersheds are also potential threats, such as the runoff generated from the south outside of the municipal limits. Based on several previously recorded flood events, the Federal Emergency Management Agency (FEMA) has determined that the Village should be considered for the higher probability of possible flooding. As a result, the vast majority of the Village is currently identified as being inside the 100 year Special Flood Hazard Area (SFHA), as defined by FEMA Flood Insurance Rate Map (FIRM) 35013C0210 E, dated effective September 27, 1991 (see *Flood Insurance Rate Map*, page 57).



The offsite contributing watersheds which impact the Village of Hatch are found to vary in size as they originate from the peaks of the Las Uvas Mountains, Spring Canyon, and Rodey Canyon (see *Drainage Basin map, page 59, which identifies the approximate watershed boundary impacting Hatch*). The largest watershed upstream of the Village is the Las Uvas watershed, which extends for approximately eight miles in a southwestern direction. The watershed area encompasses approximately 31 square miles of rolling hills, desert terrain, and meandering stream channels. The Spring Canyon and Rodey Canyon watersheds have similar surface and drainage characteristics; however, they are much smaller in size compared to the Las Uvas watershed. The Spring Canyon and Rodey Canyon watersheds cover approximately eight square miles and four square miles of contributing drainage area.



The Las Uvas watershed generates runoff that is tied to a major drainage channel located along the western edge of the Village limits. This drainage channel is an earth-lined channel known as the Placitas Arroyo. Storm water runoff flows through the Placitas Arroyo for nearly one mile crossing New Mexico State Highways 26 and 187 and Canal Road, which is then discharged into the Rio Grande, northwest of the Village. The Spring Canyon and Rodey Canyon watersheds are located immediately east of the Las Uvas watershed. The Spring Canyon watershed is approximately one mile wide and travels for a distance of seven miles from the peak of the Canyon to the southernmost limits of the Village. The runoff generated from this watershed is sent north and is retained in a large ponding area bound between the community of Milagro, Burlington Northern Santa Fe Railroad, and the Rodey Lateral. Currently, the US Army Corps of Engineers, Doña Ana County, and other participating jurisdictions are in the process of moving forward with a large drainage facility at this location to capture, attenuate peak flow events, and control the release of storm water runoff within this area. The Rodey Canyon watershed located north east of the Spring Canyon watershed similarly drains north toward the Village, immediately west of Rodey. The flows from this watershed are also bound and impounded behind Rodey Lateral and surrounding agricultural lands. These offsite contributing drainage areas do not adversely impact the Village with every rainfall event; however, the Las Uvas watershed and the Spring Canyon watershed have impacted the Village on a few rare occasions as a result of consecutive, high intensity, short duration thunderstorms.

Interagency Coordination

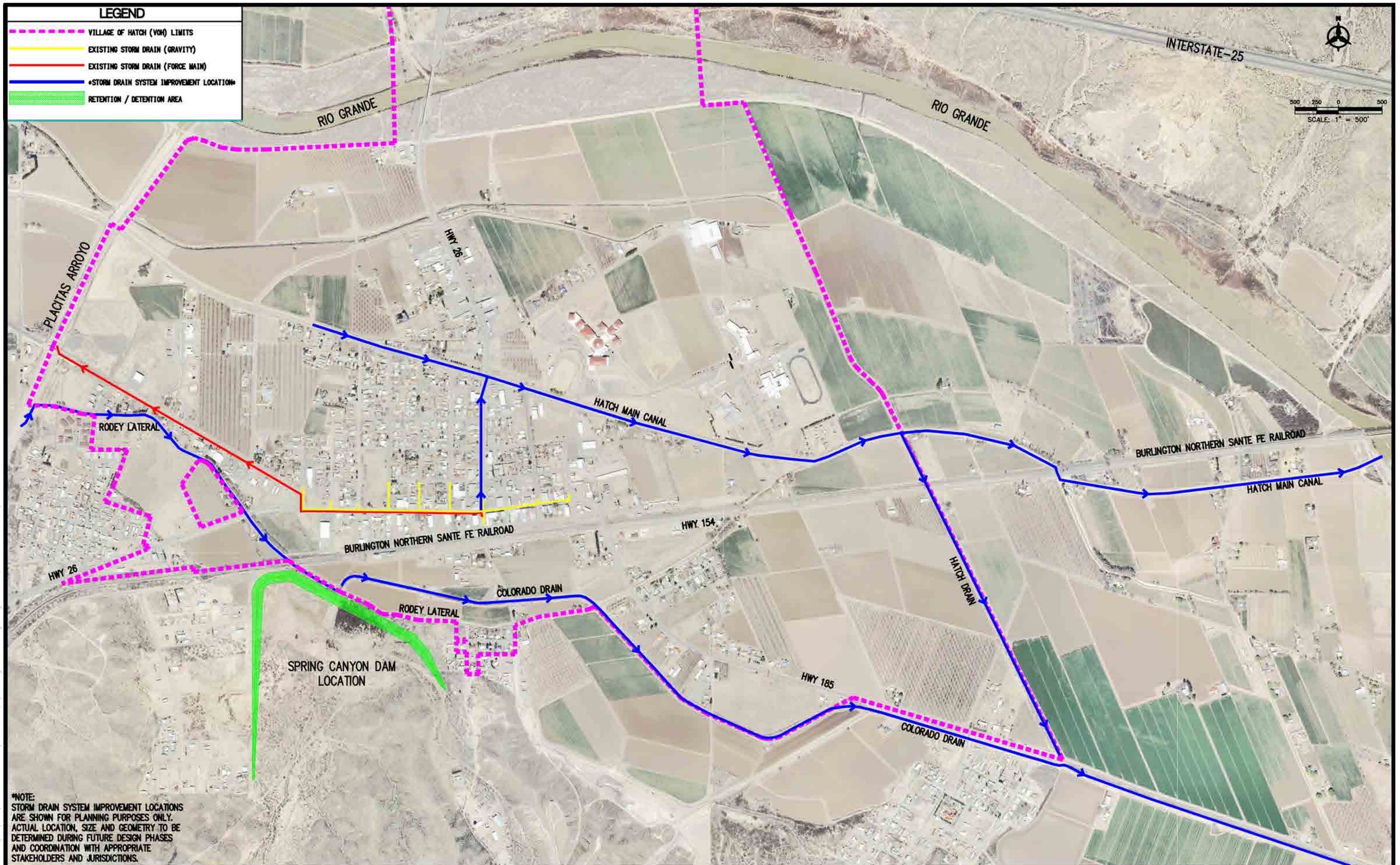
Through close coordination with surrounding jurisdictions and resilient efforts in pursuing the goals, objectives, and implementation strategies identified in this section, the Village of Hatch will have the opportunity to witness improvements and significant changes as they relate to the mitigation of storm water runoff. The challenge will be to route flows effectively using readily available facilities or property. From one year to the next, the Village of Hatch works extremely hard in maintaining a healthy produce of chile and many other kinds of farm-raised crops. Elephant Butte Irrigation District ensures area farmers a regulated water supply for their crops, while simultaneously offering some form of flood protection due to the existence of their surrounding channels and irrigation facilities. This provides an opportunity for the Village of Hatch and El-



Elephant Butte Irrigation District Radial Sluice Gate at the Placitas Arroyo

ephant Butte Irrigation District (EBID) to assist one another in the potential capture, diversion and controlled release of possible flood waters being generated from the local and surrounding upstream contributing areas. Due to current channel capacities of their existing facilities, EBID may not be able to handle additional flows from storm water runoff without increasing the capacity of the channel, in which an alternative may be required. If the facility cannot be used to capture and divert flows around the Village limits, a conceptual plan and design of a storm drain system which utilizes their right of way or property may be an acceptable alternative; such as a culvert pipe adjacent to or under the irrigation channel so long as elevations and grades allow. New Mexico State Department of Transportation (NMDOT) is another entity with jurisdiction within the Village limits that would become involved in the design and review of potential short-term and/or long-term solutions to the negative effects of drainage. Additionally, the Village of Hatch may be able to perform storm drain plan updates, such as reinforcing and upgrading the existing storm drain systems, drainage channels and other pertinent pipe conveyances, which again, will require close coordination with NMDOT. A conceptual plan of a potential long term solution to the storm water runoff issues has been prepared as part of the Comprehensive Plan (see page 63).

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6. Wastewater

The existing Hatch wastewater collection system consists of a series of gravity sewer collection pipes, manholes, and lift station force main pumping system throughout the municipal limits. The sewer collection system also extends to small communities outside of the Village of Hatch. The lift stations are primarily wet well with submersible pump type with the exception of two remaining wet/ dry well type lift stations that are scheduled to be retrofitted to standard wet well types the summer of 2012. The majority of the systems lift stations were reconstructed in 1997. The Spring Canyon lift station was reconstructed in November 2007. The Main lift station on Foster Street and the Herrera North Side lift station reconstruction were completed in September 2010. The Elm Street and Carr Street lift stations are currently in the process of reconstruction and are slated for completion by the end of summer 2012.



New Main lift station on Foster Street

The gravity collection system lines are predominately clay pipe with brick manholes. The majority of the manholes and clay pipe collection system are old, but are still functional. Extensions to the existing system have been made in recent years for specific areas. The existing clay pipe generally performs well if left in place without ground disturbance. The collection system generally functions adequately, but needs to be properly inspected for integrity of the pipe and any specific problem areas. A majority of the collection system is below the groundwater table and therefore susceptible to infiltration. The extent of possible inflows needs to be determined so that its impact on the hydraulic capacity of the treatment plant can be properly assessed.

The 300,000 gallon per day (GPD) wastewater treatment facility has a design flow rate of 600,000 GPD, and is located east of the Village, on Herrera Road. The wastewater system serves approximately 683 residences and businesses in Hatch, Placitas, Rodey and more recently Milagro. The addition of discharge from the community of Milagro was completed in July 2007. The wastewater treatment plant capacity was initially expanded in 1996. The 2007 average daily flow rate was approximately 200,000 GPD or 67% of the hydraulic design capacity of the plant. It is noted that peak daily flows occasionally exceed a 250,000 GPD flow rate. This anomaly of erratic peak daily flow rates should be investigated to determine corrective measures. The 2010 Census shows a decrease in

population from 2000 to 2010 of 1.5%; however, with the increase flows from the recently completed Milagro connection, the current plant would have reached design capacity of 300,000 GPD flow rate by 2012.

The existing treatment plant is nearing completion of a major update and renovation to expand its sludge handling capabilities and disinfection method. The

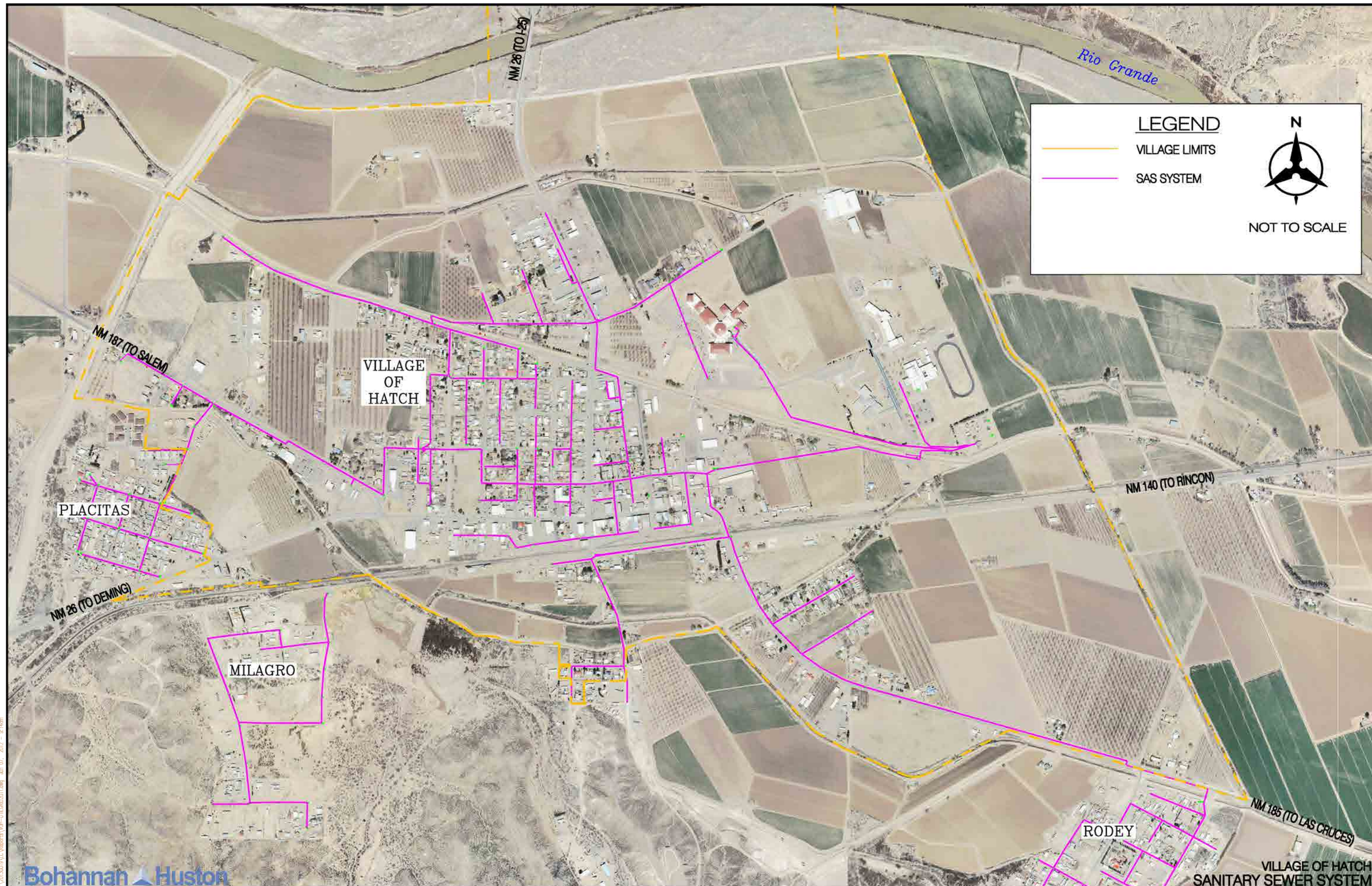


Renovation work at the treatment plant

initial waste activated sludge holding capacity was increased from 22,850 gallons to 152,700 gallons during the plant update. As a direct result of the increased sludge handling capabilities, the plant will also be able to handle higher flow demands by reducing the time required for processing influent wastewater. New aeration blowers and ultra violet disinfection were also included in the treatment plant upgrades. New sludge drying beds were a major component incorporated into the

design to aid in the cool weather processing and composting of sludge and overall capacity of the plant. The ultimate expansion of the treatment plant will include another sequencing batch reactor (SBR) basin which will increase the hydraulic capacity to 450,000 GPD design rate and 900,000 GPD peak design rate.

The treatment plant operates under an NPDES permit and is currently meeting all discharge requirements. The growth rate of the village and the surrounding area and wastewater flow rates will need to be closely monitored to determine when the next phase of improvements will be necessary. The overall site development plan provided space to add another basin to increase the hydraulic flow capacity of the plant and reconfigure piping to accommodate additional flows. The increase in plant capacity along with other alternatives such as effluent irrigation disposal and water reuse will need to be further evaluated as part of the wastewater treatment plant long term plan to provide wastewater services for growth and sustainability.



C. DRY UTILITIES

1. Gas

The Village of Hatch previously provided natural gas service to approximately 750 residents within the incorporated area of Hatch and the outlying communities of Rodey, Rincon, Placitas, and Milagro. The Village portion of the gas system was sold by the Village to Zia Natural Gas Company in 2011 and is no longer part of the utility services provided by the Village. Prior to the sale of the system, the Village replaced the majority of gas distribution pipe within the municipal limits and all of the mainline in Rodey. Zia Natural Gas Company currently operates the gas system for Hatch and the surrounding communities and continues to invest in the system to provide clean efficient gas to the residents of the community. Propane can also be delivered from local private businesses if natural gas services are not available.

2. Solid Waste

The Village of Hatch contracts with Southwest Disposal Services to provide solid waste services. Southwest Disposal provides curbside pick up, on weekly basis, provides recycle centers, and participates in the Southwest Recycling Association, which markets recyclables. Bulk disposal services for industrial and commercial needs are also provided.

3. Other Utilities

Hatch residents are served by El Paso Electric Company for electric power. As previously mentioned, the Village of Hatch recently partnered with NextEra Energy to construct and provide solar electricity at the Hatch Industrial Park. The electricity produced at the Industrial Park is distributed back into the El Paso Electric Company power grid. The Village of Hatch is actively pursuing a land lease or purchase agreement from the US Department of the Interior, Bureau of Land Management (BLM) for the remaining section of land associated with the existing Industrial Park for possible expansion of the Hatch Solar Energy Center. Sustainable “green” energy solutions will continue to play an important role for the community and continued investment and expansion of the solar energy market is a priority for the Village.

Telephone service is available through local providers AT & T and Century Link. New fiber optic mainline cables were installed in 2002 and expansion of the fiber optic network continues throughout the area. Internet service can be accessed throughout the village via Ethernet, high speed broadband and digital wireless 3G and 4G networks. Cellular phone services are also available throughout the region provided by national carriers.

D. INFRASTRUCTURE GOALS, OBJECTIVES, and IMPLEMENTATION STRATEGIES

Water

Infrastructure Goal 1: Provide an efficient and economical domestic water supply system to serve the Village's current demand and future growth and development needs, and provide a redundant water supply for emergency situations.

Objective 1.1: To ensure the current and future water supply needs are met through production wells and water storage.

Implementation Strategy 1.1: Continue efforts to fund and complete a supplemental water production well in the Nutt-Hockett basin to provide a reliable and redundant water supply to the Village, including drilling a new production water well, transmission piping, and connection to the existing water supply system.

Implementation Strategy 1.2: Prioritize and complete a study to evaluate the feasibility of additional production wells for the community.

Implementation Strategy 1.3: Fund and acquire additional water rights to supplement the Village's current water rights holdings. Continue to explore the possible transfer of surface water rights to ground water rights.

Implementation Strategy 1.4: Conduct a feasibility study to determine the steps needed to provide a redundant water supply system to meet emergency situations (e.g., domestic and wildland fires).

Implementation Strategy 1.5: Continue efforts to increase water availability, volume and pressure to the baseball fields, fairgrounds, and Hatch Municipal Airport.

Implementation Strategy 1.6: Continue efforts to extend water service to new development areas and recently annexed areas within the Village.

Implementation Strategy 1.7: Continue work towards the goals and objectives contained in the current Hatch 40 Year Water Plan, and complete an update to the Plan.

Infrastructure Goal 2: Maintain a consistent level of quality water service by encouraging water conservation and reuse.

Objective 2.1: To ensure the water supply is adequate during drought conditions.

Implementation Strategy 2.1: Coordinate and work with local citizen groups to promote awareness and use of water conservation techniques in the community.

Implementation Strategy 2.2: Require new construction to include appropriate water-conserving measures including low-flow fixtures, water-conserving appliances, and low volume irrigation systems, and to provide water conservation offsets.

Implementation Strategy 2.3: Require commercial car washes to use recycled water where available.

Implementation Strategy 2.4: Develop an incentive program to encourage existing construction to retrofit with appropriate water-conserving appliances and low volume irrigation systems.

Implementation Strategy 2.5: Explore possible wastewater treatment facility options to provide treated effluent for irrigation water reuse in agricultural, local parks, athletic fields, and school landscape irrigation systems.

Implementation Strategy 2.6: Collaborate with the Office of the State Engineer and other conservation groups and agencies that fund water conservation and drought management projects in the area.

Wastewater

Infrastructure Goal 3: Provide adequate wastewater collection and treatment.

Objective 3.1: To ensure adequate capacity to meet the current and future needs of Village residents and businesses, and to protect the groundwater supply.

Implementation Strategy 3.1: Complete a performance evaluation of the current improvements to the wastewater treatment plant and determine what the future expansion needs will be.

Implementation Strategy 3.2: Employ a pipeline camera investigation and study of the existing wastewater collection system for possible infiltration/exfiltration of groundwater into the collection system or untreated wastewater

pipeline leaks from the system and possible effects to the groundwater and the treatment plant.

Implementation Strategy 3.3: Continue expansion of existing gravity collection system to developing areas within the Village for future growth.

Implementation Strategy 3.4: Continue efforts to extend sewer service to annexed areas, including the area north of I-25 for future commercial development.

Implementation Strategy 3.5: Study existing wastewater collection system to provide data for potential facility improvements.

Storm Water Drainage

Infrastructure Goal 4: Reduce flood-related impacts and losses to property within the Village of Hatch.

Objective 4.1: To protect the health, safety, and welfare of Hatch residents and property owners.

Implementation Strategy 4.1: Develop, maintain, and follow a Drainage Master Plan for the Village of Hatch, which identifies critical areas of flooding, and accurately identify risk reduction measures, and flood prevention projects.

Implementation Strategy 4.2: Perform periodic community outreach and public education concerning general flooding issues and prevention strategies.

Implementation Strategy 4.3: Create a local drainage design guideline that designates storm water criteria and establishes regulations to ensure drainage is handled properly with new development or redevelopment of existing properties.

Implementation Strategy 4.4: Perform a detailed analysis of the drainage basins, flow patterns and estimate anticipated flows of the local and surrounding areas.

Implementation Strategy 4.5: Implement and perform a hydrologic and hydraulic study for purposes of the development of short term and long term capital improvement projects.

Infrastructure Goal 5: Develop and design an efficient and effective way of routing off-site and on-site storm water runoff through the Village of Hatch as part of recommended capital improvement projects.

Objective 5.1: To protect the health, safety, and welfare of Hatch residents and property owners.

Implementation Strategy 5.1: Implement and perform storm drain plan updates, such as reinforcing and upgrading existing storm drain systems, drainage channels, and other pertinent pipe conveyances.

Implementation Strategy 5.2: Coordinate with Elephant Butte Irrigation District (EBID) to utilized drainage facilities, right-of-way, etc. in the mitigation of storm water runoff throughout the Village of Hatch and potentially the surrounding areas.

Implementation Strategy 5.3: Acquire property to use for open space / recreation use and potential storm water retention / detention.

Implementation Strategy 5.4: Perform storm water management projects, such as culvert crossings, storm drain system installation, and retention basin facility, such as the Spring Canyon Dam along the Spring Canyon Arroyo, which is currently in final design process.

Implementation Strategy 5.5: Implement protective measures for underground/above ground utilities, infrastructure, and critical facilities.

Implementation Strategy 5.6: Relocate public or private structures that are identified to be within a hazard area to an area of lower risk.

General

Infrastructure Goal 6: Pursue all available funding sources for infrastructure projects.

Objective 6.1: To improve the quality of life and basic services provided to residents.

Implementation Strategy 6.1: Continue to pursue Community Development Block Grant (CDBG), United States Department of Agriculture Rural Development (USDA-RD), Water Trust Board (WTB), New Mexico Department of Finance and Administration (NMDFA), New Mexico State Legislature State

Appropriations, and New Mexico Environment Department (NMED) funding for infrastructure projects.

Implementation Strategy 6.2: Require developers to finance, by fee or actual construction, all required utility improvements to serve their private development projects.

A. OVERVIEW

A well-designed and balanced transportation system is crucial for the orderly functioning and development of a community. The Transportation element addresses Hatch's roads, pathways, and other means for people to move about in the community.

B. EXISTING CONDITIONS

The transportation system in Hatch consists of 10.8 miles of roads, including paved highways, local residential streets, and platted roadways. The Village of Hatch is situated just south of Interstate 25, the major federal highway that bisects New Mexico from north to south. From I-25, access to the Village is from a paved two-lane highway, NM 26, (Franklin Street), which proceeds through town and continues west to the City of Deming. NM 26 also connects with NM 187 to Garfield and Salem, NM 154 to Rincon, and NM 185 to Doña Ana and Las Cruces.

1. Road Classification

For the purpose of the Transportation map, the roads were functionally classified according to their use (see page 77). The road system of Hatch consists of three types of classifications: arterials, collectors, and local streets. Below are the definitions of each classification type ("Highway Functional Classification Concepts, Criteria, and Procedures, FHWA).

- **Arterials** - These roads serve communities not served by a principal arterial system such as an interstate or expressway. They provide intercity and inter-county service. The trip length and travel density is larger than on the collector systems. Travel is at relatively high speed with minimal interference to through movement.
- **Collectors** - These roads typically collect traffic from local roads and feed it onto arterials.
- **Local** - Local roads provide access from local (primarily residential) areas to collectors.

There are 4.3 miles of arterials, 2.4 miles of collectors, and 4.1 miles of local streets within the Village of Hatch.

2. Road Conditions

Approximately 40% of the road system in Hatch is paved state highway. The remainder is comprised of standard hot mixed paving or double penetration surfaces. Most collector and local arterial roadways within the corporate limits are dedicated to the village, except the state roads mentioned above. After the devastating floods of 2006, the Village repaired or replaced the majority of roadway surfaces. The massive undertaking was funded through a multitude of federal and

state agencies such as FEMA, NMDOT GRIP 1 and GRIP 2, CDBG and NMDOT LGRF funds along with Village of Hatch matches. Although a large portion of streets were replaced, budget constraints mandated some would only receive double penetration surfacing and not full hot mixed asphaltic pavement. The following list of streets are those receiving only double penetration surfacing or 1 inch overlay and should be scheduled for replacement with complete hot mix asphaltic pavement in future street improvement planning.

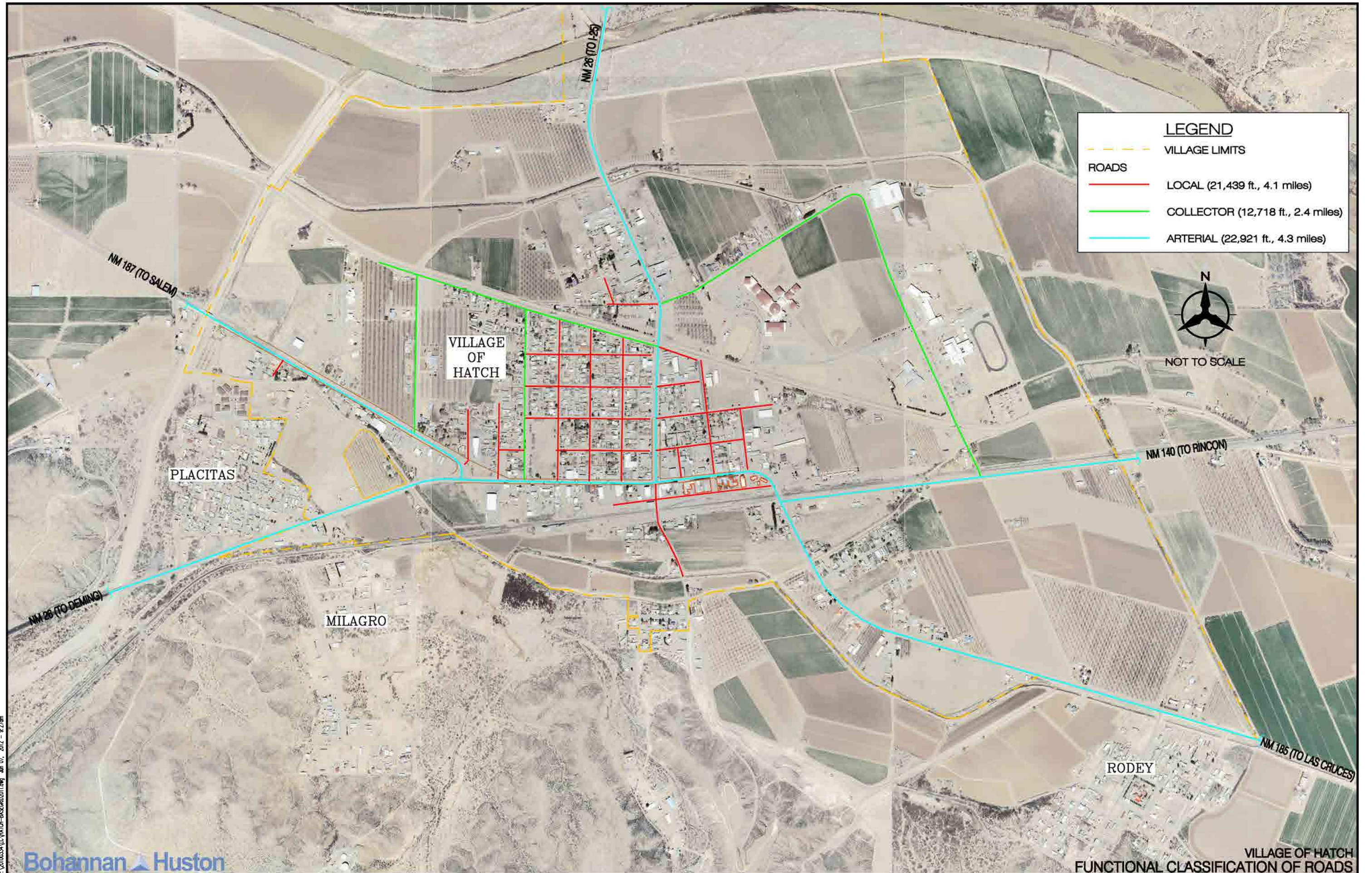
- West Herrera Road
- Poplar Street
- Spring Canyon Road
- Vest Street
- Cordova Lane
- Elm Street
- Canyon Street



Hatch paving project

Due to the requirements of NMDOT LGRF funding, only small portions of street replacement can be accomplished each year based on funding availability. Canal Road, in particular, has been impacted by these requirements. Much of the street pavement replacement on Canal Road has been incremental, and as a result, many joints are perpendicular to the driving lane. A project on W. Canal Road is currently in the process of raising the profile of the bridge approach crossing the Placitas Arroyo. This project will offer protection to the Village of possible flood water overtopping the W. Canal Road bridge during flood events. The ultimate project will raise the bridge approach on both sides of the bridge structure. After the completion of the most recent roadway improvement project currently in process on Canal Road, it is recommended that a complete road surface overlay from Franklin Street to the Village limits be pursued. The Village has acquired partial funding for this project and has also applied for Municipal Arterial Program funding from NMDOT. As part of the overall roadway resurfacing project, plans include to incorporate curb and gutter and a walking path along Canal Road from Franklin Street to the Village limits.

As noted in the stormwater drainage section, the lack of curb and gutters, storm drain piping, ponding, and discharge points makes it difficult to channel surface runoff from streets to surface drainage retention ponds or discharge points where the streets can be protected from standing water and the aquifer can be



recharged. In addition, some roads are too low and poor soil conditions below the surface have caused continued deterioration to the roadway surface. A drainage study recommending improvements to divert and collect surface runoff is needed to define specific improvements. This study and potential construction should be scheduled to coincide with, or be installed prior to, additional street paving improvements.

A small portion of the streets within the Village include sidewalks. Many of the original sidewalks were constructed by the Civilian Conservation Corps. in the 1930s and are still in use today. The lack of sufficient sidewalks throughout the Village make it difficult to comply with the guidelines established by the Americans with Disabilities Act (ADA). The lack of sidewalks, ADA ramps, and other accessibility elements makes it difficult for people with mobility challenges to move about the community. Other than non-emergency medical transportation provided by Ben Archer Health Clinic, there are no public transit systems available within the community.



Hatch Municipal Airport

3. Hatch Municipal Airport

Hatch also has the capability to accept small aircraft travel to and from the Village via the Hatch Municipal Airport. The airport currently accepts Airplane Design Group I, (ADG I), aircraft. ADG I aircraft have a wingspan of 49 feet or less with 12,500 lbs. single wheel gear or 20,000 lbs. dual wheel gear weights. The Village has completed major improvements to the local airport. Hatch Municipal Airport is located approximately 2 miles west of town

off of NM 26. The nearest airports in the vicinity are the Truth or Consequences Municipal approximately 35 miles to the north, Deming Municipal approximately 38 miles to the southwest, and Las Cruces International approximately 30 miles to the south. The current airport runway is 60 feet wide by 4,110 feet in length. The paved surface includes two taxiway turnarounds at each end of the runway and a 300 foot x 350 foot apron. There are two distinct airport hangar areas which include separate facilities for agricultural use and typical private and commercial use. Complete paved taxiways connect each hangar area to the airport runways 29/11. Navigational Aids (NAVAIDS) include a rotating beacon, lighted wind cone and retro-reflective landing approach lighting. Access to the Municipal Airport is achieved by a gravel access road up to the airport entrance gate and paved

access the remaining roadway. A paved parking area is adjacent to the airport apron and is separated by a secured access chain link fence. Tie downs are available on the apron area.

C. FUTURE PROJECTS and REQUIREMENTS

The New Mexico Department of Transportation (NMDOT) typically grants the Village with New Mexico Local Government Road Fund Co-operative monies annually. Historically, the grant has been used for local road improvements. Due to the constraints of the grant, only a limited amount of money can be expended each year. The Village has a street inventory based on a 400 to 500 linear feet per mile. The local NMDOT maintenance patrol conducts routine maintenance of the local state roads and highways within municipal limits.

This would provide a bypass route for vehicle traffic between major thruhighways and ease congestion experienced on Hall Street and Franklin Street. Due to the residential nature of some areas along this route, heavy truck traffic would not be permitted.

A future means to connect Canal Road to NM 187 and through to NM 26 via Chili Capital Lane has been explored and should continue to remain in future planning studies. ~~This would provide a means for heavy agricultural truck traffic to avoid much of the congestion experienced on Hall and Franklin Streets to be bypassed more directly to access haul routes.~~

Residents of Hatch have expressed support for a traffic light to be installed at the intersection of Franklin and Hall Streets (NM 26 and NM 185), as well as a pedestrian crosswalk. NMDOT will be requested for these improvements. There are areas within the Village limits that currently have no transportation infrastructure. As these areas develop, the street system will need to be defined along with utility extensions. An infrastructure master plan is recommended to fulfill this purpose.

Currently, the main entrance into the Village of Hatch is via US I-25. East and west bound traffic to Hatch is handled by off ramps from the main interchange. However, westbound traffic does not have a left turn option at the interchange and therefore must proceed into the Village for turnaround access. As future development opportunities arise on the north side of the interchange, (the most recently annexed portion) it will become much more important to provide a left turn option on the west bound ramp. The Regional Planning Organization (RPO) has listed this project as a priority listing for the region and is pursuing funding and approval from NMDOT for its completion.

Besides repaving roads, the Village should continue efforts to improve ADA accessibility and developing a system of pathways for pedestrians, bicyclists, and recreational use throughout the Village. The local scenic byways attract many recreational vehicles and tourism traffic to the community. A means to attract travel-

based tourism development, large RV parking retreats, and truck stop services or other commercial services related to transportation should be a priority for continued growth.

Future improvements for the local airport will include plans to widen the runway to 75 feet, and add a ¼ mile to the runway for an overall length of 5,720 feet. The additional length and width will accommodate ADG II aircraft. Additional paving of the parallel taxiway, construction of an General Services Administration building, and aircraft hangers for lease by the Village are also slated for future development.

D. TRANSPORTATION GOALS, OBJECTIVES, and IMPLEMENTATION STRATEGIES

Transportation Goal 1: Provide a safe, realistic, efficient and integrated transportation system to serve the present and future mobility needs of all the residents of Hatch.

Objective 1.1: To ensure a safe and efficient network of streets that will allow for a smooth flow of vehicular traffic (NMDOT designation Level of Service C).

Objective 1.2: To design roads that meet the needs of the residents without detracting from the small town character of Hatch.

Objective 1.3: To establish a well defined street hierarchy of local, collector, and arterial roads.

Objective 1.4: To bring all streets in Village up to standards sufficient for their acceptance for maintenance by the Village maintenance staff.

Implementation Strategy 1.1: Prepare a repaving plan for remaining streets not previously repaved that includes estimated costs, a funding strategy, and proposed project phasing, and integrate these improvements with storm drain projects.

Implementation Strategy 1.2: Design roads and traffic controls to optimize safe traffic flow by minimizing turning, curb parking, uncontrolled access and frequent stops on arterial roadways.

Implementation Strategy 1.3: Prepare traffic engineering studies for proposed street improvements.

Implementation Strategy 1.4: Provide adequate levels of maintenance of all improved components of the transportation system, including roadways, sidewalks, bicycle facilities, and roadway drainage systems.

Implementation Strategy 1.5: Continue to access and make improvements to the sidewalks, ramps, and pedestrian crossings to meet ADA requirements.

Implementation Strategy 1.6: Continue to require developers of new projects to pay for street improvements necessitated by their development.

Implementation Strategy 1.7: Purchase a new street sweeper to provide more effective street maintenance and retire the existing street sweeper to serve the Municipal Airport exclusively.

Transportation Goal 2: Improve the safety, condition, and connectivity of local roads located in residential areas of Hatch.

Objective 2.1: To ensure design standards for local residential roads discourage non-local traffic and minimize disruption of the terrain.

Implementation Strategy 2.1: Develop traffic control standards, such as speed bumps and increased traffic control signage, to promote traffic safety and minimize through-traffic in residential neighborhoods.

Implementation Strategy 2.2: Require a traffic impact analysis where new development is projected to cause a significant increase in traffic volume on nearby streets.

Implementation Strategy 2.3: Study the feasibility of extending Canal Street to NM 187 and on to NM 26 to provide an alternative haul route through the Village.

Transportation Goal 3: Provide safe access to and from arterial streets.

Objective 3.1: To ensure safe and efficient traffic flow and pedestrian access.

Implementation Strategy 3.1: Develop an access control policy for property along arterial streets to minimize access points, reduce congestion, and prevent other unsafe traffic conditions.

Implementation Strategy 3.2: Prepare a sidewalk construction and replacement plan, including cost estimate and phasing plan, to install new sidewalks to local business and neighborhoods to provide and promote safe pedestrian travel within Hatch.

Transportation Goal 4: Provide for safe air travel to and from Hatch and surrounding areas.

Objective 4.1: To attract tourism and trade from the air travel industry.

Implementation Strategy 4.1: Fund and construct a variety of improvements as indicated in the Airport Improvement Plan and Airport Overall Development Objectives, including:

- Upgrade from retro-reflective lighting to medium intensity lighting of the airport runway;
- Extension of Runway 29/11 to the ultimate build out length;
- Widening Runway 29/11 to 75 feet;
- Paving connector taxiway from turnaround to apron;
- Fund and construct aircraft hangars;
- Fund and install aircraft fueling capabilities; and
- Fund and construct an Airport General Services Building and pilot's convenience center.

Implementation Strategy 4.2: Continue efforts to attract a Fixed Base Operator for the Municipal Airport, which could coincide with the aircraft fueling station.

COMMITTEE DRAFT - FOR REVIEW

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A. OVERVIEW

The provision of housing is one of the critical building blocks of all communities and has a direct impact on the quality of life for residents. Maintaining a diversity of housing stock to address the needs of all residents is key to retaining current residents and attracting new people to the community. As such, the Housing element addresses existing conditions, including housing character-



Single family house

istics, affordable housing, housing needs for specific populations such as seniors and farm workers, and maintaining and improving the existing housing stock.

B. HOUSING CHARACTERISTICS

1. Housing Inventory, Occupancy, and Tenure

In 2010, there were a total of 555 housing units in Hatch (see Table 7.1). Of that total, 500 units (90.1%) were occupied and 55 units (9.9%) were vacant. There was a significant reduction in the number of total housing units between 2000 and 2010, from 635 in 2000 to 555 in 2010 (-12.6%). The explanation for this reduction in housing units was the 2006 flood caused by exceptionally heavy monsoon rains.

TABLE 7.1: HATCH HOUSING OCCUPANCY & TENURE

Housing Units by Type	2000	2010	% Change 00-10
Total Housing Units	635	555	-12.6%
Occupied Units	538	500	-7.1%
Vacant Units	97	55	-43.3%
Owner-Occupied Units	332	337	1.5%
Population in Owner-Occupied	1,033	1,089	5.4%
Average Household Size	3.11	3.23	3.9%
Renter-Occupied Units	206	163	-20.9%
Population in Renter-Occupied	641	534	-16.7%
Average Household Size	3.11	3.28	5.5%

Source: US Census Bureau

Housing Occupancy - Total housing occupancy in 2010 was 90.1%. This was an increase from 2000 when the housing occupancy was 84.7%.

Owner-Occupied Units - Of the occupied units, 67.4% (337) were owner-occupied in 2010, which was an increase of 5.7% from 2000 when owner-oc-

cupied units comprised 61.7% (332) of the total occupied units. The population living in owner-occupied housing units in 2010 was 1,089, which calculates to an average household size of 3.23 persons.

Renter-Occupied Units - In 2010, 32.6% (163) of the occupied units were renter-occupied versus 38.3% (206) in 2000. The population living in renter-occupied housing units in 2010 was 534, which calculates to a higher average household size of 3.28 persons.

Vacant Units - The number of vacant units were reduced by 43.3% between 2000 and 2010.

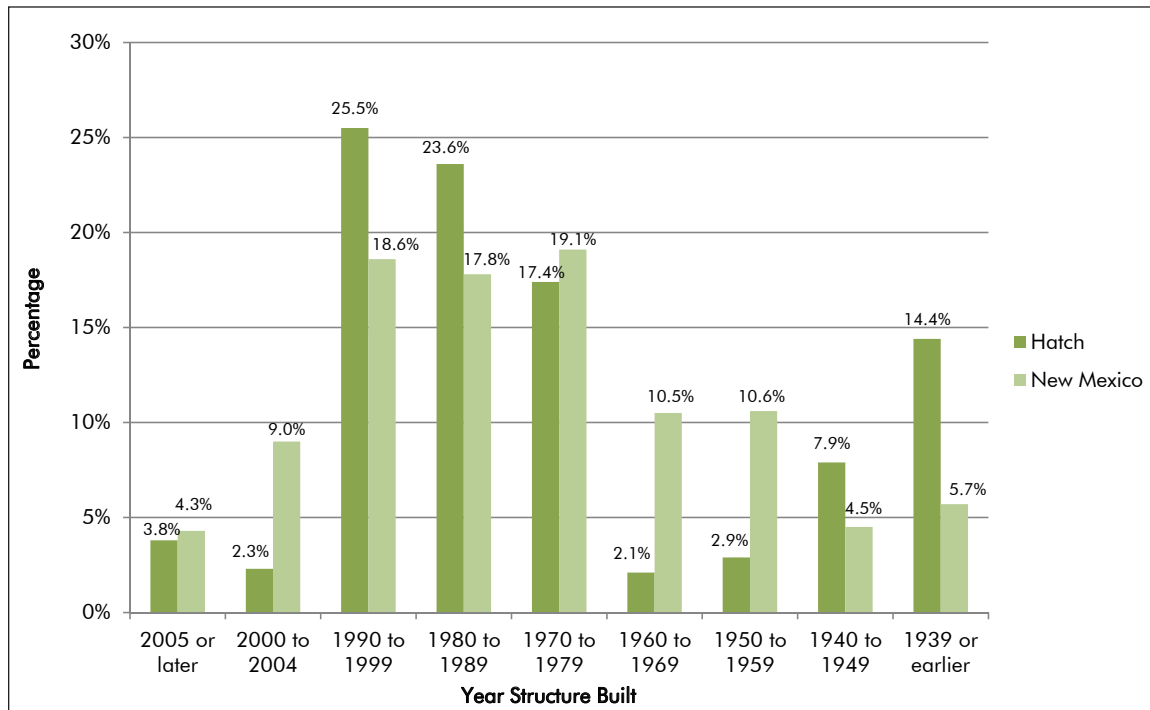
2. Age and Condition of Housing Stock

According to the US Census' 5-year estimates, 44.7% of housing structures in Hatch were more than 30 years old and only 6.1% of the housing structures were 10 years old or less (see Table 7.2). In comparison to the state as a whole, the median year housing structures were built in Hatch is slightly more recent, 1982 for Hatch versus 1980 for the state. The time period that experienced the greatest rate of construction in Hatch was 1990 to 1999, and for New Mexico, it was 1970 to 1979 (see Figure 7.1).

Years	Hatch	% of Total	New Mexico	% of Total
Built 2005 or later	18	3.8%	38,159	4.3%
Built 2000 to 2004	11	2.3%	80,122	9.0%
Built 1990 to 1999	122	25.5%	165,001	18.6%
Built 1980 to 1989	113	23.6%	157,660	17.8%
Built 1970 to 1979	83	17.4%	169,485	19.1%
Built 1960 to 1969	10	2.1%	93,026	10.5%
Built 1950 to 1959	14	2.9%	94,079	10.6%
Built 1940 to 1949	38	7.9%	39,860	4.5%
Built 1939 or earlier	69	14.4%	50,498	5.7%
Total	478	100.0%	887,890	100.0%

Source: US Census Bureau, 2006-2010 American Community Survey 5-Year Estimates

Figure 7.1: Age of Housing Stock



Source: US Census Bureau, 2006-2010 American Community Survey 5-Year Estimates

3. Median Housing Values

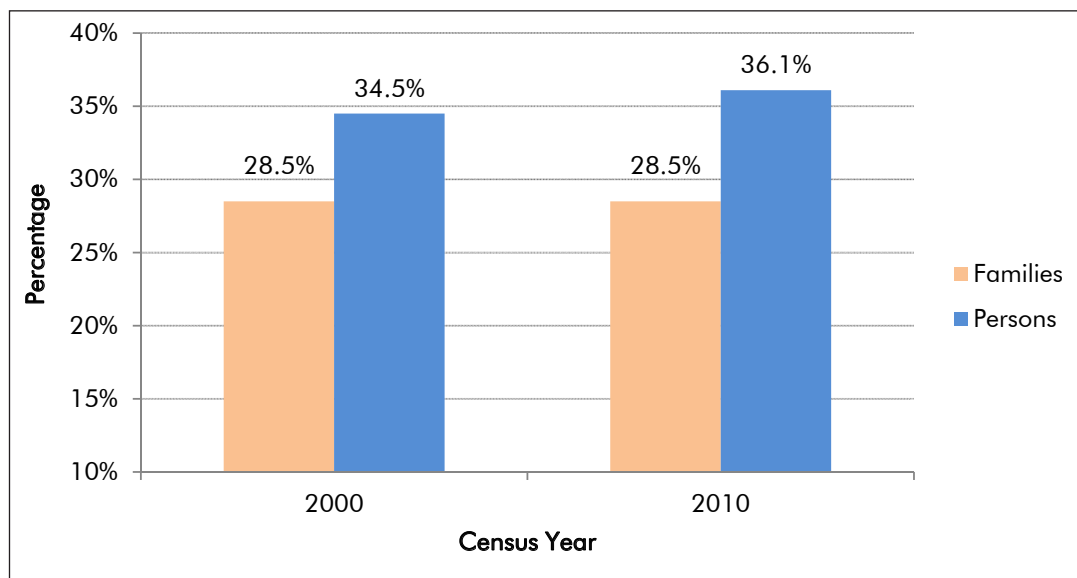
The median value of owner-occupied housing units continues to increase over time in Hatch. In 2010, the median value of an owner-occupied house in Hatch was \$72,400, an increase of 21.3% from 2000 when the median value was \$59,700 (Source: US Census Bureau, 2006-2010 American Community Survey 5-Year Estimates). However, in comparison, the median value of owner-occupied housing units in Las Cruces grew from \$91,200 in 2000 to \$152,400 in 2010, an increase of 67.1%. For the state as a whole, the median value during this same time period grew by 46.5%; \$108,100 in 2000 to \$158,400 in 2010. In 1990, the median value of owner-occupied housing units in Hatch was \$42,700, in Las Cruces it was \$67,900, and for the state as a whole it was \$69,900.

C. ECONOMIC CONDITIONS IMPACTING HOUSING

1. Poverty Level

The measurement of poverty levels in a community speak to the relative need for affordable housing. In 2010, the number of families in Hatch whose income was estimated to be below the poverty level was 28.5%, unchanged from 2000 (see Figure 6.1 below). However, the percentage of persons who were below the poverty line represented a slight increase of 1.6%, from 34.5% in 2000 to 36.1% in 2010.

Figure 7.2: Families and People Below the Poverty Level in Past 12 Months



Source: US Census Bureau

2. Housing Affordability

The term “affordable housing” generally relates to housing which is affordable to residents with low to medium incomes. The term “low income” was created by the US Department of Housing and Urban Development (HUD) as a percent of the area median income (AMI), which varies from region to region and by the size of households. Households paying more than 30% of their monthly income on housing are considered to be “cost burdened”, and may have difficulty paying for basic necessities such as food, clothing, transportation, and medical care. In order for housing to be considered affordable, rent and utilities in an apartment or a monthly mortgage payment and housing expenses should be less than 30% of the household’s monthly income.

There were 149 housing units in Hatch with a mortgage (Source: US Census Bureau, 2006-2010 American Community Survey 5-Year Estimates). Of those units, 25% (38) carried a mortgage that was 30% or more of the household income. In 2010, the median monthly mortgage housing cost in Hatch was \$698, an in-

crease of 15.2% from 2000 when it was \$606. Between 2000 and 2010, the median monthly rental cost underwent a significant increase of 40.8%, from \$265 to \$373.

As a result of these increases, the proportion of Hatch residents, both renters and homeowners, that were considered to be cost burdened by housing costs increased. Between 2000 and 2010, the number of cost burdened homeowners increased from 15.9% to 18.5%, and the number of cost burdened renters significantly increased from 20.2% to 31.4%. These numbers speak directly to the Hatch community's need for affordable housing.

D. HOUSING RESOURCES

1. Village of Hatch Strategic Housing Plan, March 2002

In 2001, the Village of Hatch completed a Strategic Housing Plan (Spatial Analytics, LLC.). The Plan was developed to aid the community in analyzing, developing, and advancing housing in Hatch. In order to understand the housing situation, Spatial Analytics completed a housing inventory of the Village using census data, community surveys, and a door-to-door survey with visual inspections. Using this data, the consultants developed strategies and programs that were intended to guide the Village in future housing development and considerations.

Recommendations included that the Village should encourage and support an increased use of mobile homes as an affordable housing solution; creating a Hatch Housing Authority; amending the Zoning Ordinance; redevelop abandoned housing sites; provide infrastructure and tax credits to developers; and seek a colonia designation. Overall, the Plan found that the Village of Hatch had a shortage of affordable and migrant housing, a lack of resources including funding and personnel, an aging housing stock, and depreciating housing values.

2. Tierra del Sol Housing Corporation

The 2003 Comprehensive Plan included recommendations regarding the establishment of a housing authority in Hatch. However, the Village has determined that it lacks the resources to establish this type of organization, and as an alternative, would rather seek assistance from the existing Tierra del Sol Housing Corporation.

Tierra del Sol Housing Corporation is a non-profit organization based in Las Cruces whose purpose is to help rural New Mexicans in Doña Ana County and incorporated communities achieve "the goal of a decent home and a suitable living environment." Tierra del Sol was incorporated in 1973 and started with its first large scale housing development at Alto de Las Flores, north of San Miguel, New Mexico. Financing is provided through USDA Rural Development. Tierra del Sol addresses the housing needs of the working poor, farm workers, first time homebuyers, the elderly, and the disabled through a myriad of avenues, including self-

help housing, rural farm labor rental housing, senior congregate housing, supportive housing for the elderly and the disabled, LIHTC limited partnership owned mixed housing, affordable homeownership in urban neighborhoods, and major subdivision and real estate developments. Community development assistance provided by Tierra del Sol includes:

- Assistance to conduct needs assessments, community organizing and education of residents.
- Technical assistance and training on housing and community development.
- Administrative and project technical support to other smaller nonprofit and special community groups.
- Assistance to residents and community groups to obtain resources.
- Service as a peer member in various housing and community development projects, service initiatives and advocacy.
- Service as intermediary and agent of change to identify community needs and affects improvements and remedies for individual residents.

3. Senior Housing

The provision of senior housing was a need identified in the 2003 Comprehensive Plan. Since the adoption of the Plan, a new assisted living project was developed in the Village. Mom and Dad's Assisted Living is a new 7,000 square foot assisted living facility located at 1163 W. Canal Street on eight acres. It contains fifteen rooms, including ten private and five semi-private rooms. Mom and Dad's provides 24-hour long term care and assistance with daily living activities. The grounds include an orchard, pond, and raised garden beds. Although Mom and Dad's was an excellent project for the Village, additional projects should be added to meet the senior housing needs in Hatch.

4. Colonias

The 2012 Steering Committee identified its desire to seek a colonia designation for the Village of Hatch. Colonias are rural communities with a population of less than 25,000 located within 150 miles of the US/Mexican border that were designated by the municipality or county in which it is located because of a lack of potable water supply; lack of adequate sewage systems; or lack of decent, safe, and sanitary housing. Doña Ana County contains 37 designated colonia communities, more than any other county in the State of New Mexico. The majority of the colonia residents are engaged in agricultural labor. The Colonias Development Council, based in Las Cruces, provides assistance to colonia communities in Doña Ana County and would be a good resource for Hatch.

In 2011, the New Mexico State Legislature established the Colonias Infrastructure Act to:

- 1) Ensure adequate financial resources for infrastructure development for colonia recognized communities;

- 2) Provide for the planning and development of infrastructure in an efficient and cost effective manner; and
- 3) Develop infrastructure projects to improve quality of life and encourage economic development.

The Colonias Infrastructure Act created the Colonias Infrastructure Board to evaluate applications for financial assistance for planning, designing, constructing, improving, or expanding a qualified project; engineering feasibility reports; project inspections; professional services; environmental assessments or archaeological clearances; acquiring land, water rights, easements, or rights-of-way; or paying legal costs and fiscal agent fees associated with development of qualified projects. The legislation also created the Colonias Infrastructure Trust Fund, with distributions from the Trust Fund made to the Colonias Infrastructure Project Fund annually on July 1st for the purpose of providing funding for qualified projects. The Village of Hatch should take advantage of this opportunity by coordinating with the Colonias Development Council and SCCOG, and pursuing funding from the Colonias Infrastructure Project Fund for qualified housing and infrastructure projects.

E. HOUSING GOALS, OBJECTIVES, and IMPLEMENTATION STRATEGIES

The Village of Hatch adopted a Strategic Housing Plan in 2002, which included a number of goals and objectives for the development of affordable housing in the Village. Some of these recommendations remain relevant and as such, are incorporated into this Comprehensive Plan, along with new goals, objectives, and implementation strategies developed as part of the 2012 Comprehensive Plan update.

Housing Goal 1: Make provisions for affordable, safe, and sanitary housing via single-family homes, mobile homes and parks, and multi-family housing.

Objective 1.1: To meet the basic housing needs of Hatch residents.

Objective 1.2: To accommodate the housing needs of permanent families, seasonal agricultural workers, and single persons.

Objective 1.3: To provide expanded housing opportunities for employees, primarily in the public safety, health care, and education fields.

Implementation Strategy 2.1: Work with affordable housing providers and agencies, including the New Mexico Mortgage Finance Authority and Tierra del Sol Housing Corporation, to provide affordable housing and housing rehabilitation.

Implementation Strategy 2.2: Coordinate with the New Mexico Mortgage Finance Authority to apply for HOME Investment Partnership Program funds to provide funding for housing rehabilitation to low income homeowners.

Implementation Strategy 2.3: Apply for designation as a colonia, coordinate with the Colonias Development Council and New Mexico Finance Authority, and subsequently, pursue funding for qualified projects from the Colonias Infrastructure Fund.

Implementation Strategy 2.4: Develop incentives for developers to build affordable housing on all or a portion of the development (e.g., density bonus).

Implementation Strategy 2.5: Review and address impediments to the development of affordable housing, including zoning regulations and subdivision standards.

Housing Goal 2: Provide housing to meet the needs of Hatch's senior residents.

Objective 3.1: To accommodate seniors who can no longer live at home by themselves or are in need of housing assistance.

Implementation Strategy 3.1: Pursue the development of a full spectrum of senior housing facilities - independent living, assisted living, Alzheimer's, and nursing care facilities.

Implementation Strategy 3.2: Identify potential funding sources, both federal and state housing assistance programs, for development of senior housing facilities.

Implementation Strategy 3.3: Provide education and distribute materials summarizing home maintenance assistance programs and property tax education materials for senior homeowners.

A. OVERVIEW

Community facilities and services are critical elements of the quality of life. They range from the protecting the public health, safety, and welfare in the case of emergency services to swimming pools and libraries that support recreational activities and on-going education for residents of all ages. The Village of Hatch has done an excellent job of identifying community needs and working towards implementation of projects, which are noted in the appropriate sections below. Due to the fact that several unincorporated communities lie adjacent to the Village, community facilities end up serving a larger population than just Village residents.

B. COMMUNITY FACILITIES

The Village manages a number of community facilities, several of which were identified as future projects in the 2003 Comprehensive Plan and have been recently completed. These are major accomplishments that have added to the quality of life for Hatch residents.

1. Hatch Swimming Pool and Parks & Recreation

Located on the same site as the Public Safety and Health and Human Services buildings, the swimming pool complex was recently completed and the grand opening was held in May 2012. This is anticipated to be a very popular facility, used by both Hatch residents and others in northern Doña Ana County.

In addition to the new swimming pool, one neighborhood park is located east of Franklin Street on the north side of town. Amenities available include tennis courts, a running track, and picnic facilities. There also is a park connected to the community center on the west side of town. Acquisition of the old elementary school site on W. Hall Street, between School Street and Adams Street, for the development of a community park would provide the space for additional outdoor recreation programming.



Hatch Public Library

2. Hatch Public Library

The Hatch Public Library is located at 522 E. Hall Street. The Library is staffed by one librarian and one other staff member. The 2010-2011 fiscal year budget was \$111,455. The Library has a book collection of 7,854 and a collection of 3,320 of other materials including magazines, newspapers, audio media, videos, and reference materials. As of May 2012, the Library had 1,337 library card holders and five computers with internet access

available for public users. The Library also has a number of Kindles (electronic read-

ers) that it loans out. The hours of operation are Monday through Friday from 10:00 a.m. to 6:00 p.m. and Saturday from 10:00 a.m. to 2:00 p.m.

3. Hatch Community Center

The Hatch Community Center was built in 1994 and is 3,835 square feet in size. Facilities include a kitchen, restrooms, a large meeting/gathering room, and one smaller room which can be divided into two meeting rooms. The Community Center is used for purposes ranging from dances to wedding receptions. It is available for special events and can be rented to residents or non-residents of the Village.

4. Hatch Senior Center

The Hatch Senior Center is located next door to the Hatch Public Library at 510 E. Hall Street. The center encompasses about 1,600 square feet and contains a



Hatch Senior Center

kitchen, restrooms, and a large gathering room. Though meals are not served regularly at the center, senior citizens and guests gather once a month for a potluck dinner that serves approximately 20-25 people. The Senior Center is utilized by seniors for piano lessons, to play cards and dominoes, and for

church groups to meet for the fifth Sunday singing sessions. The hours of operation are Monday through Friday from 10 a.m. to 2 p.m. The Village currently does not offer senior daycare. This would be a good addition to the programs currently offered at the senior center.

5. Hatch Museum

The Hatch Museum is located at 149 W. Hall Street. The museum property was donated to the Village by the Graham family. The small building has had several additions in order to accommodate the exhibits and the collection which are on display. Donations to the Museum's collection are made by families, businesses, local government, and schools. Admission to the Museum is by donation.

C. COMMUNITY SERVICES

1. Health Services

The recently constructed Representative Andy Nuñez Health and Human Services Building is 3,382 square feet and consolidates various state health and human services agencies. The building includes exam rooms, laboratory, pharmacy, reception areas, and support spaces.



Andy Nuñez Health and Human Services Building

The Village of Hatch is also served by the Ben Archer Health Center, a federally qualified non-profit 501(c)3 corporation which operates a network of five facilities providing primary health and dental care to residents throughout southern New Mexico. The Hatch facility is located at 255 Highway 187 next to the Hatch Ambulance Service building, and offers medical, dental, and behavioral health care to all ages. Outpatient family practice medical services include perinatal and family, emergency medical treatment, disease screening and control, immunizations, and other medical support services. Dental services include general family dentistry, oral surgery, orthodontics, endodontics, periodontics, and prostodontics. Ben Archer Health Center is open Monday, Wednesday, and Friday from 8:00 a.m. to 5:00 p.m. and Tuesday and Thursday from 8:00 a.m. to 7:00 p.m. Administrative hours are Monday through Friday, 8:00 a.m. to 5:00 p.m.



Ben Archer Health Center

Ben Archer Health Center also has a fleet of ten vans that provide free transportation service to clients in Doña Ana and Sierra Counties. This service operates from 5:45 a.m. to 7:45 p.m. Approximately 1,200 trips are made per month under the Job Access and Reverse Commute program. Ben Archer Health Center also provides Medicaid transportation.

Ben Archer Health Center recently received notice that it will receive a \$1.3 million grant from the federal Health and Human Services Department. The grant will be used to implement a home visitation program, offering medication management, chronic disease managements preventive care, and other assessments.

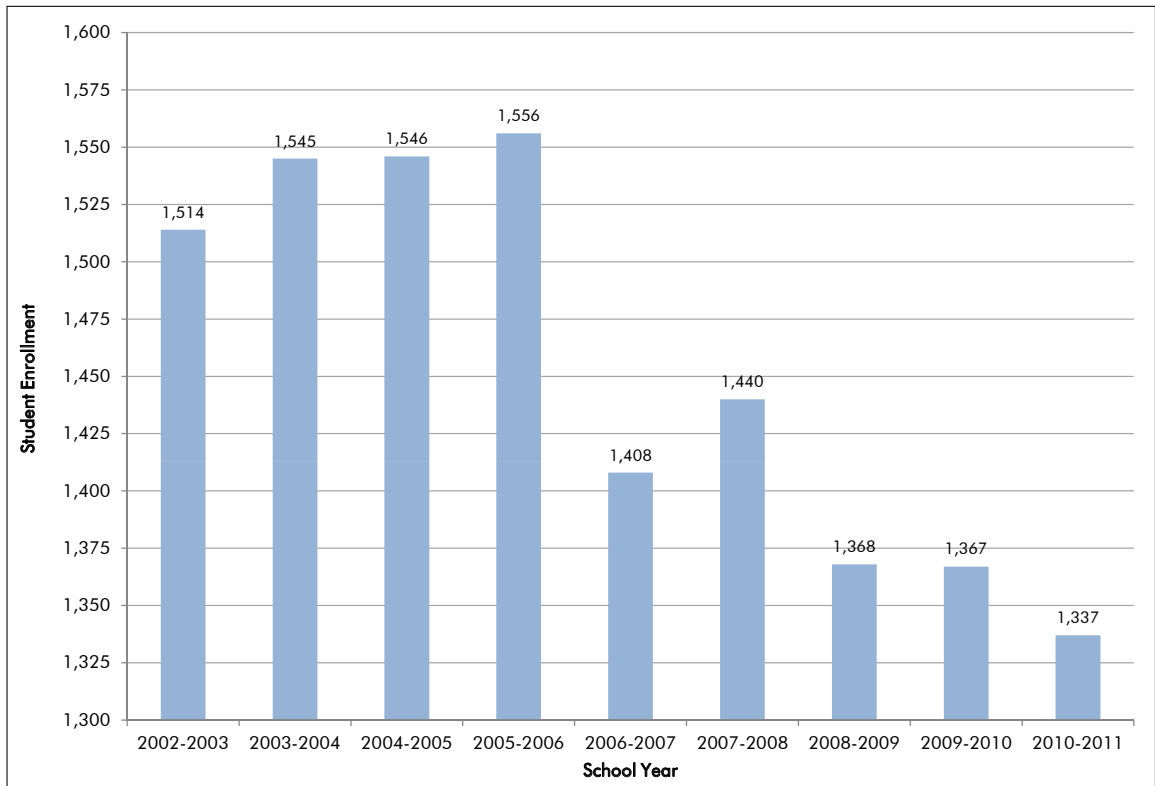
2. Education

Hatch Valley Public Schools - The Hatch Valley Public Schools District maintains five school facilities and three administration/support facilities. With the exception of one elementary school located in Garfield, all of the facilities are located within the Village of Hatch. The district includes three elementary schools, one middle school, and one high school. District wide enrollment has decreased over the past 10 years, from 1,514 students in the 2002-2003 school year to 1,363 for the 2011-2012 school year (see Figure 8.1). Enrollment dropped off starting in the 2006-2007 school year, but appears to have leveled off since that time.



Hatch Elementary School

Figure 8.1: Student Enrollment - Hatch Valley Public Schools



Source: New Mexico Public Education Department

Doña Ana Community College-Hatch Branch - Doña Ana Community College was established in 1973 at the request of the Gadsden, Hatch, and Las Cruces school boards to provide vocational and technical education to the citizens of Doña Ana County. Training programs were offered using space at New Mexico State University (NMSU), Mayfield High School, Gadsden High School, and Hatch High School. Over a period of several decades, the DACC expanded with new satellite locations within Doña Ana County. DACC offers programs leading to associate degrees and technical certificates, and preparation for further academic degrees. It is accredited by the Higher Learning Commission of the North Central Association of Colleges and Schools.

A new branch of DACC has been under construction in Hatch and is anticipated to open in August 2012. The facility is located at 219 Hill Street (next to the high school) and is 6,791 square feet with classroom space, computer lab, laboratory, and faculty office space. The project will be seeking LEED (Leadership in Energy and Environmental Design) Silver certification. DACC-Hatch is coordinating with Hatch Valley School District to provide credit programs to high school students, and plans to offer adult basic education, ESL classes, and specific skill areas focussed on aerospace technologies, and hotel and tourism industries at the new facility.

The DACC formed a partnership with the New Mexico Small Business Development Center (NMSBDC), which provides free consultation, workshops, and training for small business owners, prospective owners, and managers in 20 state-wide service centers and the International Business Accelerator on the US/Mexico border. The NMSBDC is an excellent resource for prospective and existing small businesses in the Village of Hatch.

3. Public Safety

The new Hatch Regional Public Safety building is 8,600 square feet and is located next to the Hatch Health and Human Services Building. It houses the judicial complex, including a judge's chambers and law enforcement offices. The facility was constructed in 2006, and is located next to the Hatch Health and Human Services building and the Hatch Swimming Pool.

The Hatch Police Department includes the police chief and six full-time officers. Emergency response is provided outside municipal limits to the communities of Placitas and Rodey. In the past, there was one officer each assigned to the high school and the middle school, and currently this has been reduced to one officer at the high school.

The Hatch Fire Department consists of 15 volunteer members and three fire engines, including one large and two small engines. The Department has a fire insurance rating (ISO) of 8 on a scale of 1 (best) to 10 (worst). This number is

used to calculate the insurance premiums on residential and commercial property in the Village. The higher the number, the higher the insurance premiums. The Fire Department has identified some significant staffing, training, and equipment needs, including:

- Need for paid fire fighters.
- Basic fire fighting training and EMT. There is only one volunteer that has his first responder certification, but is in need of recertification. There are other volunteers that are interested in becoming certified.
- Four door brush truck and four nozzles for hoses.
- Shelter for fire victims. The Fire Department currently can use the training room in emergencies, but it lacks cots.



Hatch Ambulance Service

C. COMMUNITY FACILITIES and SERVICES GOALS, OBJECTIVES, and IMPLEMENTATION STRATEGIES

Community Facilities and Services Goal 1: Expand recreational activities for youth and teens.

Objective 1.1: To ensure safe and wholesome activities are available for youth.

Implementation Strategy 1.1: Establish a teen center and develop activities specifically designed for youth and teens. The existing community center should be considered for this use.

Implementation Strategy 1.2: Identify and develop a location for a skate park and dirt bike and four-wheeler activities.

Implementation Strategy 1.3: Hire a volunteer coordinator or community services director to develop youth programs.

Implementation Strategy 1.4: Provide improvements at the playground, including new play equipment and lighting.

Community Facilities and Services Goal 2: Expand opportunities for outdoor recreation.

Objective 2.1: To promote community health and wellness.

Implementation Strategy 2.1: Establish a system of neighborhood parks. Pursue acquisition and development of the old elementary school site along W. Hall Street into a new community park.

Implementation Strategy 2.2: Create a network of public trails along irrigation and drainage canals.

Implementation Strategy 2.3: Identify locations for development of new athletic fields.

Community Facilities and Services Goal 3: Improve and expand community health care services to meet the needs of the community.

Objective 3.1: To ensure health care is accessible to all Hatch residents.

Implementation Strategy 3.1: Coordinate with the New Mexico Department of Health to apply for grants to expand health care services in Hatch.

Implementation Strategy 3.2: Provide senior daycare services. Possible sites include the senior center, the community center, or in renovated space in one of the vacant buildings on E. Hall Street.

Implementation Strategy 3.3: Work with the Ben Archer Health Center to provide home healthcare services to seniors who have difficulty leaving the house.

Community Facilities and Services Goal 4: Maintain and enhance public safety to ensure a safe and secure living environment.

Objective 4.1: To maintain the sense of security that exists in the Village.

Implementation Strategy 4.1: Support on-going training and certification for the Hatch Police and Volunteer Fire Departments.

Implementation Strategy 4.2: Develop a comprehensive needs assessment for public safety that identifies priorities and pursue funding to purchase new equipment for the Hatch Police and Fire Departments.

Community Facilities and Services Goal 5: Support the development and expansion of educational opportunities for people of all ages.

Objective 5.1: To ensure residents can access available educational resources.

Objective 5.2: To attract more families and permanent residents to Hatch.

Implementation Strategy 5.1: Pursue funding to expand the book collection and purchase additional computers at the Hatch Library, and seek more adult learning programs in collaboration with Doña Ana Community College.

A. OVERVIEW

The Hazard Mitigation element is a new section in the Comprehensive Plan. It references the multi-jurisdictional Doña Ana County All Hazard Mitigation Plan (Halff Associates, Inc., 2004), which is currently in the process of being updated as required by the Federal Emergency Management Agency (FEMA). The Village of Hatch adopted the action items listed in the All Hazard Mitigation Plan under Resolution No. 648 on April 12, 2005, and included in this section.

FEMA requires that all municipalities and counties have a pre-disaster mitigation plan in place. The adoption of a hazard mitigation plan is required in order to receive funding from the Hazard Mitigation Grant Program. The Doña Ana All Hazard Mitigation Plan was prepared in accordance with FEMA requirements. The Village of Hatch participated in the development of the All Hazard Mitigation Plan, which included a public meeting hosted by the Village of Hatch in June 2002. Eight public meetings were held to review the draft Plan, including one in the Village of Hatch on February 4, 2003.

The intent of this section is to identify the potential natural hazards in the Village of Hatch that may result in the loss of life, property loss, economic hardship, and threats to public health and safety. In response to the significant flooding that occurred in the Village in 2006, a FEMA Flood Mitigation Strategy was prepared concurrently with the Comprehensive Plan and included as an appendix to this document. Strategies to reduce or eliminate the hazards are provided.

B. KEY PRINCIPLES and INTEGRATION OF HAZARD MITIGATION WITH PLANNING TOOLS

This section lists key underlying principles for hazard mitigation. It is followed by a list of planning tools available to the Village that can be used in hazard mitigation.

- Act before a disaster and utilize the planning process as an integral part of your hazard mitigation strategy.
- Hazard mitigation requires patience, monitoring, and ongoing evaluation.
- Be both strategic and opportunistic, and look for opportunities for change.
- Champions are vital to ensuring that hazard mitigation is important to the community and implementation depends on political will.
- Emphasize multiple objective planning and seize opportunities for collaborative projects that include open space, trails, or recreational facilities with flood control facilities.

- Communicate and educate the public on the risks from hazards.
- Mitigation has long term economic benefits to the community.

The Village of Hatch has existing planning tools that can be used to assist in the community's hazard mitigation. These tools can help to keep future development out of known hazard areas, keep hazards from existing developed areas, and strengthen existing development to resist hazards. Urban-wildfire interface areas are a key factor in hazard mitigation plans and deal with those areas typically on the outskirts of town adjacent to open grasslands or Bosque areas that may be impacted by wildfires. These interface areas are the first locations to be impacted in the community.

Zoning Code – The zoning code addresses limitations on building in the floodplain, setbacks for fire protection between buildings and within urban-wildland interface areas, and can also be used to mitigate climate change impacts through increased density and development in areas with adequate infrastructure.

Subdivision Code – Subdivision design can address many hazard mitigation elements, including ingress and egress, density, open space or floodplain preservation, and drainage management. Another key aspect of subdivision design is location relative to fire and emergency services.

Infrastructure Capital Improvements Plan (ICIP) – Specific expenditures that impact hazard mitigation could include open space acquisition, public safety equipment, communication system upgrades, water system improvements, storm drainage/flooding infrastructure, etc.

Building Code – Current building codes have been updated to address fire hazards and address roof materials, siding, ventilation, fire walls for common wall structures, and fire suppression. Fire resistant roofs are a key component for the entire community, but most importantly in the urban-wildfire interface areas.

C. HAZARD RATING

FEMA rates hazards relative to the severity of damage to life and property, and frequency of occurrence. As part of the planning process under the All Hazard Mitigation Plan, the Doña Ana County Mitigation Planning Committee reviewed each of the hazards as they apply to the entire County area, as well as for individual communities. The majority of the hazards were found to affect all areas equally, with the exception of wildfire where it has a greater affect on rural undeveloped areas. FEMA's hazard rating system is summarized in Table 9.1.

TABLE 9.1: HAZARD RATING SUMMARY

Severity		Frequency	
4	<i>Substantial:</i> Multiple deaths/injuries. Complete shutdown of critical facilities for 30 days or more. More than 50% property damage.	4	<i>Highly Likely:</i> Event probable in next year.
3	<i>Major:</i> Injuries and/or illnesses result in permanent disability. Shutdown of critical facilities for 8-30 days. 25-50% property damage.	3	<i>Likely:</i> Event probable in next three years.
2	<i>Minor:</i> Injuries and illnesses do not result in permanent disability. Shutdown of critical facilities for 7 days. 10-25% property damage.	2	<i>Occasional:</i> Event possible in next five years.
1	<i>Limited:</i> Injuries are treatable with first aid. Minor quality of life lost. Shutdown of critical facilities for less than 24 hours. Less than 10% property damage.	1	<i>Unlikely:</i> Event possible in next 10 years.

Table 9.2 summarizes the Village of Hatch's hazard severity and frequency. All categories were found by the Mitigation Planning Committee to have a relatively high rate of severity. Frequency ranged from occasional to highly likely.

TABLE 9.2: HATCH HAZARD IMPACTS

Hazard	Severity	Frequency
Wildfire	Major	Likely
Urban Fire	Substantial	Highly Likely
Tornado	Major	Likely
Flood	Substantial	Highly Likely
Levee Failure	Substantial	Likely
Dam Failure	Substantial	Occasional
Hazardous Materials	Major	Likely
Severe Weather	Major	Highly Likely
Drought	Major	Occasional
High Winds	Substantial	Likely
Power Outage	Major	Occasional
Earthquake	Substantial	Occasional
Terrorism	Substantial	Occasional

The values assigned by FEMA to severity and frequency were averaged in order to determine the total relative risk value for each specific hazard. The total relative risk value for each type of hazard is summarized in Table 9.3.

TABLE 9.3: TOTAL RELATIVE RISK VALUE	
Hazard	Ranking
Wildfire	3
Urban Fire	4
Tornado	3
Flood	4
Levee Failure	3.5
Dam Failure	3
Hazardous Materials	3
Severe Weather	3.5
Drought	2.5
High Winds	3.5
Power Outage	2.5
Earthquake	3
Terrorism	3

D. ACTION SUMMARY

The following is a summary of the actions contained in the Doña Ana County All Hazard Mitigation Plan.

Individual Community Action Items

The Village of Hatch shall provide backup power for Village-owned critical facilities. The Village has installed backup generators at the Village of Hatch Police and Fire Facilities. System-wide improvements are still needed to minimize power outages. The Village of Hatch should continue to work on County-wide upgrades.

County-wide Mitigation Action Items

The following action items were presented as a part of the All Hazard Mitigation Plan for Doña Ana County and were adopted by the Village of Hatch. For more detailed information, see the Doña Ana County All Hazard Mitigation Plan.

1. Upgrade flood protection capabilities of the Rio Grande Canalization Project;
2. Evaluate and adopt building codes;
3. Reduce flood risks throughout Doña Ana County;
4. WILDFIRE – Public awareness and education;

5. Adoption of drought and water conservation plans;
6. Hazardous cargo routing study, designation of a hazardous cargo route and hazardous cargo signage (placards) on major roadways;
7. Efforts to reduce hazardous materials dumping and public education regarding hazardous material storage;
8. Public education and public notification regarding winter and other severe storms;
9. Reduce the risk of urban fires; Improve emergency communication capabilities to facilitate better warning and emergency response to tornado, high winds, and other emergencies.
10. Develop a county-wide flood warning and response system;
11. Install staff gauges at selected low water (roadway) crossings; and
12. Develop a county-wide dam safety program.

E. HAZARD MITIGATION GOALS, OBJECTIVES, & IMPLEMENTATION STRATEGIES

The following goals, objectives, and implementation strategies are based on the All Hazard Mitigation Plan and they are intended to reduce or eliminate the damage potential posed by the hazards discussed in this section. The goals, objectives, and implementation strategies are a combination of local government actions and county-wide actions. The county-wide actions require the cooperation of multiple agencies and jurisdictions.

Hazard Mitigation Goal 1: Make the Village of Hatch less vulnerable to hazards and reduce the number of injuries and damages from hazards.

Objective 1.1: To prevent and protect the Village of Hatch from future flooding caused by dam failure and storm events.

Objective 1.2: To provide for and sign appropriate routes for hazardous materials through the Village and reduce illegal dumping of hazardous materials.

Objective 1.3: To provide residents with adequate warning for hazards, including flooding, tornado, high winds, etc.

Objective 1.4: To prevent and reduce the risk of urban and wildland fires to the Village of Hatch properties and residents.

Implementation Strategy 1.1: Work collaboratively with the EBID and the Federal Emergency Management Agency (FEMA) to develop a Flood Hazard Mitigation Plan that outlines flood control projects, establishes priorities, and identifies potential funding sources.

Implementation Strategy 1.2: Work with FEMA and Doña Ana County to develop a dam safety program to ensure that all dams are safe and properly maintained.

Implementation Strategy 1.3: Work with FEMA and NMDOT to designate and provide signage for hazardous cargo through the Village.

Implementation Strategy 1.4: Work with Doña Ana County on an education program to eliminate illegal dumping of hazardous materials.

Implementation Strategy 1.5: Work with Doña Ana County, Village Police and Fire Departments, and neighboring jurisdictions to develop a warning system for hazards including flooding, tornados, high winds, etc.

Implementation Strategy 1.6: Install staff gauges at selected low water (roadway) crossings within the Village of Hatch.

Implementation Strategy 1.7: with Doña Ana County, Village Fire Department, and other agencies to reduce the risk of urban and wildfires within the Village of Hatch.

A. OVERVIEW

The Comprehensive Plan identifies implementation strategies under each planning element, which are intended to provide for effective and efficient community development in the Village of Hatch. An update of the Comprehensive Plan should be initiated by the Village Trustees every five years to ensure the Plan stays relevant and useful to the community.

B. IMPLEMENTATION PROCESS and OBJECTIVES

Each planning element in the Comprehensive Plan contains goals, objectives, and implementation strategies. The Implementation Element contains an Action Agenda, which is a summary of the implementation strategies, and includes responsibility and projected time frames. Objectives for implementation of the Village of Hatch Comprehensive Plan include:

- Determining the short and long-term time frames for implementing the recommendations of the Plan.
- Delegating responsibility for implementing the Plan (most of the responsibility for plan implementation falls to the Village, but the Plan also recommends partnerships with other entities to complete the recommendations).
- Linking the Village's ICIP to implementation strategies contained in the Comprehensive Plan.
- Basing future grant applications on implementation strategies contained in the Comprehensive Plan.
- Appointing either a steering committee or a subcommittee of the Village Trustees to oversee implementation of the Comprehensive Plan. Specific tasks in overseeing implementation include:
 - ◇ Development of criteria for determining whether implementation strategies have been or are being met;
 - ◇ Preparation of progress reports made to the Village Trustees on how implementation is going, including project milestones and needs for revisions;
 - ◇ Monitoring of changed conditions in the community, which could impact the Plan and/or require revisions to the text and/or maps;
 - ◇ Recommendations for revisions and amendments to the Plan as needed;
 - ◇ Staying abreast of funding sources and programs that could be utilized for implementation of capital improvements;

- ◇ Monitoring state legislation and plans in order to ensure consistency with state policy and programs; and
- ◇ Representation of the Village of Hatch in regional planning efforts.

C. COMPREHENSIVE PLAN UPDATES

The following items contained in the Comprehensive Plan should be reviewed and updated in order to keep it as relevant as possible. The CDBG comprehensive planning process administered by the State of New Mexico, Department of Finance and Administration, requires communities to update their plans every five years.

- **Changes to Demographics/Existing Conditions** - The Community Profile section is one of the areas where change always occurs. New data comes out every 10 years from the US Census Bureau and estimates are prepared by the American Community Survey regularly. Data that should be reviewed and revised includes, but is not limited to:
 - ◇ Population characteristics growth rates, age distribution, median age, etc.
 - ◇ Economic indicators such as employment and unemployment, income levels, poverty, etc.
 - ◇ Housing conditions, homeownership versus rentals, household size, etc.
- **Implementation Review** - As implementation strategies are accomplished, the Village should keep track of what has occurred and/or what is planned. A regular report on implementation is a good way to discuss what has been implemented. The review should also focus on those items that have not been implemented, especially those whose time frames are close to being due per the action agenda.
- **Review of What is Working/What is Not Working** - It is also important to review what is working in the Plan and what is not. The Comprehensive Plan should not hold a community back, but rather, should provide a relevant current framework for the future. The pace of change is increasing and thriving communities will strive to stay current with the needs of new economies as they emerge.
- **Review of Maps** - The maps within the Comprehensive Plan should also be reviewed and revised if necessary, particularly those maps related to land use and zoning.

D. IMPLEMENTATION TABLES

A list of implementation strategies as identified within each Plan element within the main body of the Comprehensive Plan is provided in this section. The implementation strategies are supplemented by projected timeframes for completion. The intent of the implementation strategies is to provide the Village of Hatch with guidance towards accomplishing the goals and objectives contained in the Plan. For more detail on each of the implementation strategies, refer back to the specific Plan element in the Comprehensive Plan. Ultimately, implementation of the strategies depends on available funding, staff time, and the ability of the Village to enter into and sustain partnerships. Potential funding sources are identified in Appendix C: Funding Sources. Certain implementation programs do not necessarily involve funding, but merely involve actions to be taken by the Village and/or the community. The implementation tables start on page 110.

LAND USE IMPLEMENTATION STRATEGIES - PAGES 26-28*				
Implementation Strategy	On-going	2012-2014	2015-2019	2020 & Beyond
Strategy 1.1: Develop an annexation policy with a clear set of criteria to guide decisions regarding annexations.				
Strategy 1.2: Provide adequate staffing levels for enforcement of land use codes and regulations.	Timeline will be filled in after Steering Committee review			
Strategy 1.3: Institute business licenses in Hatch to provide for Village review to ensure zoning and development standards are met.				
Strategy 2.1: Revise the Zoning Ordinance to encourage and incentivize redevelopment of existing commercial storefronts.				
Strategy 2.2: Encourage development along Franklin and Hall Streets.				
Strategy 2.3: Continue to work with the NMDOT to relocate the 9.1 acre Patrol Yard located on Franklin Street. Develop a land use plan for this property.				
Strategy 3.1: Develop an overall streetscape master plan for Hall and Franklin Streets, including a phasing plan.				
Strategy 3.2: Explore the possibility of acquiring additional right-of-way in order to accommodate and improve upon pedestrian amenities on Hall and Franklin Streets.				
Strategy 3.3: Work with property owners on improving building facades, and where the buildings are vacant, work with property owners to provide on-going maintenance.				
Strategy 3.4: Explore the possibility of acquiring the vacant property at the intersection of Franklin and Hall Streets.				
Strategy 3.5: Acquire the vacant old school property on W. Hall Street, and develop a land use plan for this property.				
Strategy 3.6: Provide community investment and tax incentives for redevelopment, rehabilitation, and/or adaptive reuse of the vacant buildings and properties on E. Hall Street through the designation of a Metropolitan Redevelopment Area (NMSA 3-60A-1 to 3-60A-48).				
Strategy 4.1: Sponsor a quarterly (four times per year) competition for the most improved or most beautiful yard, street, or business front.				
Strategy 4.2: Adopt a litter and anti-blight ordinance that addresses the prevention and elimination of litter or trash on public and private property, and ensure adequate staffing levels for this purpose.				
Strategy 4.3: Promote youth involvement in community art and beautification efforts.				

*Refer to the Land Use Element for goals and objectives, and more detail on the implementation strategies.

ECONOMIC DEVELOPMENT IMPLEMENTATION STRATEGIES - PAGES 47-49*

Implementation Strategy	On-going	2012-2014	2015-2019	2020 & Beyond
Strategy 1.1: Continue to expand and upgrade facilities and infrastructure at the Hatch Industrial Park. Consider annexation of additional land to order to expand the Industrial Park.				
Strategy 1.2: Identify potential business recruitment candidates, including the aerospace, renewable energy, and other industries that are complementary to agriculture.	Timeline will be filled in after Steering Committee review			
Strategy 1.3: Pursue the development of a rural food hub that consolidates food production, processing, storage, and distribution.				
Strategy 1.4: Pursue geothermal energy industries and/or businesses.				
Strategy 1.5: Undertake a feasibility study for developing a mixed use business incubator, including a commercial kitchen.				
Strategy 1.6: Support and partner with the Hatch Valley School District and Doña Ana Community College in developing work training programs for existing and future business clusters.				
Strategy 2.1: Develop incentives and identify potential locations for traveler-oriented businesses.				
Strategy 2.2: Develop an overall marketing vision for Hatch that promotes the Village as the chile capital of the world and the southern gateway to Spaceport America.				
Strategy 2.3: Promote the Exit 41 annexation area along I-25 as an appropriate location for businesses complementary to Spaceport America Welcome Center.				
Strategy 2.4: Consider annexation of land along I-25 for development of a municipal golf course and recreation area.				
Strategy 2.5: Develop the rail transportation potential for visitors to the Spaceport America by activating the railroad spur in Hatch.				
Strategy 3.1: Continue to support the Hatch Chamber of Commerce.				
Strategy 3.2: Coordinate with economic development groups such as MVEDA, Northern Doña Ana Economic Development Advisory Council, and SCCOG.				
Strategy 3.3: Coordinate with and stay apprised of the recommendations coming from the Sustainable Agriculture Development Working Group.				
Strategy 3.4: Consider the establishment of a 1/4 cent gross receipts tax to generate funds for economic development projects.				

COMMITTEE DRAFT - FOR REVIEW

VILLAGE OF HATCH

IMPLEMENTATION

Strategy 4.1: Establish a “chile plaza” along the entrance to the Village from I-25, with stores, restaurants, and other attractions related to Hatch chile.				
Strategy 4.2: Continue to promote the Hatch Chile Festival throughout the southwest region and beyond.				

**Refer to the Economic Development Element for goals and objectives, and more detail on the implementation strategies.*

INFRASTRUCTURE IMPLEMENTATION STRATEGIES - PAGES 70-74*				
Implementation Strategy	On-going	2012-2014	2015-2019	2020 & Beyond
Strategy 1.1: Continue efforts to fund and complete a supplemental water production well in the Nutt-Hockett basin.				
Strategy 1.2: Prioritize and complete a study to evaluate the feasibility of additional production wells for the community.	Timeline will be filled in after Steering Committee review			
Strategy 1.3: Fund and acquire additional water rights to supplement the Village’s current water rights holdings.				
Strategy 1.4: Conduct a feasibility study to determine the steps needed to provide a redundant water supply system to meet emergency situations.				
Strategy 1.5: Continue efforts to increase water availability, volume and pressure to the baseball fields, fairgrounds, and Hatch Municipal Airport.				
Strategy 1.6: Continue efforts to extend water service to new development areas and recently annexed areas.				
Strategy 1.7: Continue work towards the goals and objectives contained in the current Hatch 40 Year Water Plan, and complete an update to the Plan.				
Strategy 2.1: Coordinate and work with local citizen groups to promote awareness and use of water conservation techniques in the community.				
Strategy 2.2: Require new construction to include appropriate water-conserving measures and to provide water conservation offsets.				
Strategy 2.3: Require commercial car washes to use recycled water where available.				
Strategy 2.4: Develop an incentive program to encourage existing construction to retrofit with appropriate water-conserving appliances and low volume irrigation systems.				
Strategy 2.5: Explore possible wastewater treatment facility options to provide treated effluent for irrigation water reuse.				
Strategy 2.6: Collaborate with the Office of the State Engineer and other conservation groups and agencies that fund water conservation and drought management projects in the area.				

Strategy 3.1: Complete a performance evaluation of the current improvements to the wastewater treatment plant and determine what the future expansion needs will be.				
Strategy 3.2: Employ a pipeline camera investigation and study of the existing wastewater collection system for possible infiltration/exfiltration of groundwater into the collection system or untreated wastewater pipeline leaks from the system and possible effects to the groundwater and the treatment plant.	Timeline will be filled in after Steering Committee review			
Strategy 3.3: Continue expansion of existing gravity collection system to developing areas within the Village for future growth.				
Strategy 3.4: Continue efforts to extend sewer service to annexed areas.				
Strategy 3.5: Study existing wastewater collection system to provide data for potential facility improvements.				
Strategy 4.1: Develop, maintain, and follow a Drainage Master Plan for the Village of Hatch				
Strategy 4.2: Perform periodic community outreach and public education concerning general flooding issues and prevention strategies.				
Strategy 4.3: Create a local drainage design guideline that designates storm water criteria and establishes regulations.				
Strategy 4.4: Perform a detailed analysis of the drainage basins, flow patterns, and estimate anticipated flows.				
Strategy 4.5: Implement and perform a hydrologic and hydraulic study for purposes of the development of short term and long term capital improvement projects.				
Strategy 5.1: Implement and perform storm drain plan updates.				
Strategy 5.2: Coordinate with EBID to utilize drainage facilities, right-of-way, etc. in the mitigation of storm water runoff.				
Strategy 5.3: Acquire property to use for open space / recreation use and potential storm water retention / detention.				
Strategy 5.4: Perform storm water management projects, for the Spring Canyon Dam along the Spring Canyon Arroyo.				
Strategy 5.5: Implement protective measures for underground/above ground utilities, infrastructure, and critical facilities.				
Implementation Strategy 5.6: Relocate public or private structures that are identified to be within a hazard area to an area of lower risk.				
Strategy 6.1: Continue to pursue CDBG, USDA-RD, WTB, NMDFA, NM State Appropriations, and NMED funding.				

VILLAGE OF HATCH

IMPLEMENTATION

Strategy 6.2: Require developers to finance, by fee or actual construction, all required utility improvements to serve their private development projects.				
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**Refer to the Infrastructure Element for goals and objectives, and more detail on the implementation strategies.*

TRANSPORTATION IMPLEMENTATION STRATEGIES - PAGES 81-83*				
Implementation Strategy	On-going	2012-2014	2015-2019	2020 & Beyond
Strategy 1.1: Prepare a repaving plan for remaining streets integrate these improvements with storm drain projects.	Timeline will be filled in after Steering Committee review			
Strategy 1.2: Design roads and traffic controls to optimize safe traffic flow.				
Strategy 1.3: Prepare traffic engineering studies for proposed street improvements.				
Strategy 1.4: Provide adequate levels of maintenance of all improved components of the transportation system.				
Strategy 1.5: Continue to access and make improvements to meet ADA requirements.				
Strategy 1.6: Continue to require developers of new projects to pay for street improvements necessitated by their development.				
Strategy 1.7: Purchase a new street sweeper.				
Strategy 2.1: Develop traffic control standards to promote traffic safety and minimize through-traffic in residential neighborhoods.				
Strategy 2.2: Require a traffic impact analysis where new development is projected to cause a significant increase in traffic volume on nearby streets.				
Strategy 2.3: Study the feasibility of extending Canal Street to NM 187 and on to NM 26 to provide an alternative haul route.				
Strategy 3.1: Develop an access control policy for property along arterial streets.				
Strategy 3.2: Prepare a sidewalk construction and replacement plan				
Strategy 4.1: Fund and construct a variety of improvements as indicated in the Airport Improvement Plan and Airport Overall Development Objectives.				
Strategy 4.2: Continue efforts to attract a Fixed Base Operator for the Municipal Airport.				

**Refer to the Transportation Element for goals and objectives, and more detail on the implementation strategies.*

HOUSING IMPLEMENTATION STRATEGIES - PAGES 91-92*				
Implementation Strategy	On-going	2012-2014	2015-2019	2020 & Beyond
Strategy 2.1: Work with affordable housing providers and agencies to provide affordable housing and housing rehabilitation.				
Strategy 2.2: Coordinate with the New Mexico Mortgage Finance Authority to apply for HOME Investment Partnership Program funds to provide funding for housing rehabilitation to low income homeowners.	Timeline will be filled in after Steering Committee review			
Strategy 2.3: Apply for designation as a colonia, coordinate with the Colonias Development Council and New Mexico Finance Authority, and subsequently, pursue funding for qualified projects from the Colonias Infrastructure Fund.				
Strategy 2.4: Develop incentives for developers to build affordable housing on all or a portion of the development.				
Strategy 2.5: Review and address impediments to the development of affordable housing, including zoning regulations and subdivision standards.				
Strategy 3.1: Pursue the development of a full spectrum of senior housing facilities.				
Strategy 3.2: Identify potential funding sources for development of senior housing facilities.				
Strategy 3.3: Provide education and distribute materials summarizing home maintenance assistance programs and property tax education materials for senior homeowners.				

*Refer to the Housing Element for goals and objectives, and more detail on the implementation strategies.

COMMUNITY FACILITIES & SERVICES IMPLEMENTATION STRATEGIES - PAGE 99-100*

Implementation Strategy	On-going	2012-2014	2015-2019	2020 & Beyond
Strategy 1.1: Establish a teen center and develop activities specifically designed for youth and teens. The existing community center should be considered for this use.				
Strategy 1.2: Identify and develop a location for a skate park and dirt bike and four-wheeler activities.	Timeline will be filled in after Steering Committee review			
Strategy 1.3: Hire a volunteer coordinator or community services director to develop youth programs.				
Strategy 1.4: Provide improvements at the playground, including new play equipment and lighting.				
Strategy 2.1: Establish a system of neighborhood parks. Pursue acquisition and development of the old elementary school site along W. Hall Street into a new community park.				
Strategy 2.2: Create a network of public trails along irrigation and drainage canals.				
Strategy 2.3: Identify locations for development of new athletic fields.				
Strategy 3.1: Coordinate with the New Mexico Department of Health to apply for grants to expand health care services in Hatch.				
Strategy 3.2: Provide senior daycare services. Possible sites include the senior center, the community center, or in renovated space in one of the vacant buildings on E. Hall Street.				
Strategy 3.3: Work with the Ben Archer Health Center to provide home healthcare services to seniors who have difficulty leaving the house.				
Strategy 4.1: Support on-going training and certification for the Hatch Police and Volunteer Fire Depts.				
Strategy 4.2: Develop a comprehensive needs assessment for public safety that identifies priorities and pursue funding to purchase new equipment for the Hatch Police and Fire Departments.				
Strategy 5.1: Pursue funding to expand the book collection and purchase additional computers at the Hatch Library, and seek more adult learning programs in collaboration with Doña Ana Community College.				

*Refer to the Community Services Element for goals and objectives, and more detail on the implementation strategies.

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HAZARD MITIGATION IMPLEMENTATION STRATEGIES - PAGES 105-106*

Implementation Strategy	On-going	2012-2014	2015-2019	2020 & Beyond
Strategy 1.1: Work collaboratively with EBID and FEMA to develop a Flood Hazard Mitigation Plan.				
Strategy 1.2: Work with FEMA and Doña Ana County to develop a dam safety program to ensure that all dams are safe and properly maintained.	Timeline will be filled in after Steering Committee review			
Strategy 1.3: Work with FEMA and NMDOT to designate and provide signage for hazardous cargo through the Village.				
Strategy 1.4: Work with Doña Ana County on an education program to eliminate illegal dumping of hazardous materials.				
Strategy 1.5: Work with Doña Ana County, Village Police and Fire Departments, and neighboring jurisdictions to develop a warning system for hazards including flooding, tornados, high winds, etc.				
Strategy 1.6: Install staff gauges at selected low water (roadway) crossings within the Village of Hatch.				
Strategy 1.7: with Doña Ana County, Village Fire Department, and other agencies to reduce the risk of urban and wildfires within the Village of Hatch.				

*Refer to the Hazard Mitigation Element for goals and objectives, and more detail on the implementation strategies.

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COMMITTEE DRAFT - FOR REVIEW

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APPENDIX A: FEMA FLOOD HAZARD MITIGATION PLAN

This draft section will be provided separately

COMMITTEE DRAFT - FOR REVIEW

COMMITTEE DRAFT - FOR REVIEW

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APPENDIX B: DEFINITIONS

Annexation - The process that a municipality undertakes to incorporate new territories into their existing boundaries.

Comprehensive Plan - A compilation of policy statements, goals and objectives, standards, maps, and statistical data for the physical, social, and economic development, both public and private, of the Village of Hatch.

Enterprise Fund - Enterprise funds account for operations (a) that are financed and operated in a manner similar to private business enterprises -- where the intent of the governing body is that the costs of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges; or (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

Fire Flow - The term firefighters use to describe how much water can be delivered by a water system through one or more hydrants to fight a fire at a specific location or to state the optimum amount (standard) of water flow firefighters require for a theoretical fire at a specific location.

Gallons Per Capita Per Day (gpcd) - Gallons per capita water use is the total production from wells, including wells that are not part of the municipal water supply, divided by the estimated population served to determine the average number of gallons used per day per person. Per capita water use includes the water used at home, at work and play, plus the process water used by industries, leakage in the delivery system, and water used in schools and other public facilities.

Grandfathering - The legal acceptance of a non-conforming use, which use was legal under the applicable zoning in effect prior to adoption of the governing body. This definition excludes any use that was illegal under any applicable law, ordinance, or regulation prior to the enactment of the Hatch Zoning Code.

Gross Receipts - The gross amounts realized on the sale or exchange of property, the performance of services, or the use of property or capital (including rents, royalties, interest and dividends) in a transaction which produces business income, in which income or loss is recognized under the Internal Revenue Code.

Infrastructure - The underlying foundation or basic framework of a city, including streets, parks, bridges, sewers, street lights, and other utilities.

Manufactured Housing - A manufactured home or modular home that is a single-family dwelling with a heated area of at least thirty-six by twenty-four feet (36' x 24') and at least eight hundred sixty-four (864) square feet, constructed in a factory to the standards of the United States Department of Housing and Urban Development (HUD), the National Manufactured Housing Construction and Safety Standards Act of 1974 (42 USC 5401 et seq.) and the Housing and Urban Development Zone Code II or the Uniform Building Code (UBC), as amended to the date of the unit's construction, and installed consistent with the Manufactured Housing Act (NMSA 1978, § 60-14-1 et seq.) and with the regulations made pursuant thereto relating to ground level installation and ground anchors.

Mil - A unit of measurement. For property tax rate measurements one mil is equal to one dollar per \$1,000 of net taxable value.

Mobile Home - A movable or portable housing structure larger than 40 feet in body length, eight feet in width or eleven feet in overall height, designed for and occupied by no more than one family for living and sleeping purposes, but does not include structures built to the standards of any municipal code or other technical codes.

Mobile Home Neighborhood - All land which is contained within an R-2-M zoning district, but which is not contained within a mobile home park.

Mobile Home Park - A privately owned tract of land at least four acres in size in which mobile homes or mobile home spaces may be rented or leased for residential use; also know as a mobile home court.

Non-Conforming - Land or the use of land or a building, or a portion thereof, which does not conform to the current land use regulations of the zoning district in which it is located.

Non-Essential Water Use - The haphazard or excessive use of potable water that is unproductive or does not reasonably sustain economic benefits or life forms.

Ordinance - A municipal statute or legislative action adopted by a local government that has the force of law.

Potable Water - Potable water is water that is considered safe to drink because it meets or exceeds federal and state enforceable limits of specific contaminants.

Recreational Vehicle (RV)

- A. Travel trailers, camping trailers, fifth-wheel trailers, and all other vehicles that are constructed to include a chassis, integral wheels and a towing hitch, and are primarily designed or constructed to provide temporary, readily moveable living quarters for recreation, camping or travel uses.
- B. Pickup campers, either mounted or non-mounted, or any structure designed to be mounted in the bed of a truck and providing living quarters for recreation, camping or travel uses.
- C. Chassis mount, motor home, mini-motor home or other recreational structures or vehicles constructed integrally with a truck or motor van chassis and incapable of being separated therefrom, and designed to be used for moveable living quarters for recreational, camping or travel uses.
- D. Recreational vans or converted and chopped vans or other vehicles which are either initially constructed or converted to contain living quarters for recreational, camping or travel uses.

Subdivision - The division of land, lot, tract, or parcel into two or more lots, parcels, plats, or sites, or other divisions of land for the purpose of sale, lease, or development for immediate or future use. Subdivisions in Hatch must follow the Hatch Subdivision Ordinance.

Subdivision Ordinance - A legislative statute that regulates the division of lands within a municipality to ensure proper planning and development. Elements of a subdivision ordinance can include: platting procedures, design standards such as lot dimensions, grading and drainage, street layouts, water facilities, sewage, sidewalks, and installation of utilities.

Water Waste - The haphazard, unreasonable, or excessive running or dissipation of potable water.

Zoning - A regulating measure in which the community is divided into districts or zones with permitted and special uses established as well as regulations governing lot size, building bulk, placement, and other development standards.

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APPENDIX C: FUNDING RESOURCES

This section includes a comprehensive list of federal and state economic, infrastructure development, housing, and rural health resources available to both local governments and people interested in starting a new business, in need of a small business loan, or engaging in historic preservation. Each of these programs require applicants to meet certain qualifications in order to be eligible for funding. Contact information is provided for each program.

GENERAL COMMUNITY DEVELOPMENT

Catalog of Federal Domestic Assistance

This is a resource which includes extensive listings of federal assistance programs for municipalities, contacts, and grant application procedures. The catalog is available on-line at the following web address: www.cfda.gov.

Programs are grouped into the following basic categories:

- Agriculture
- Business and Commerce
- Community Development
- Consumer Protection
- Cultural Affairs
- Disaster Prevention and Relief
- Education
- Employment, Labor, and Training
- Energy
- Environmental Quality
- Food and Nutrition
- Health
- Housing
- Income Security and Social Services
- Information and Statistics
- Law, Justice, and Legal Services
- Natural Resources
- Regional Development
- Science and Technology
- Transportation

Community Development Revolving Loan Fund

The purpose of this loan program is to assist local governments in attracting industry and economic development through acquisition of real property, construction, and improvement of necessary infrastructure, and other real property investments. The funds are intended to create jobs, stimulate private investment, and promote community revitalization. All incorporated municipalities and counties are eligible. Loans are limited to \$250,000 per project and repayment is not to exceed 10 years. The political subdivision must pledge gross receipts tax to repay the loan. Local governments can obtain a request forms and technical assistance from the New Mexico Economic Development Department.

Contact: New Mexico Economic Development Department
 Joseph M. Montoya Building
 1100 St. Francis Drive
 Santa Fe, NM 87505
 Phone: (505) 827-0382
 Website: www.gonm.biz/businessassistance/Financial_Assistance.aspx

Cooperative Agreements Program (COOP) Local Government Road Fund

The program assists local governments and other public entities to improve, construct, maintain, repair, and pave highways and streets and public parking lots. Funds must be used for the construction, maintenance, repair, and the improvements of public highways, streets, and parking lots. The local match is 40% and awards range from \$9,000 to \$192,000. Funds are made available at the beginning of the fiscal year and must be encumbered and spent no later than the end of the fiscal year.

Contact: NMDOT, Maintenance Section
1120 Cerrillos Road
P.O. Box 1149
Santa Fe, NM 87504-1149
Phone: (505) 827-5498
Website: www.nmshtd.state.nm.us/

Local Government Planning Fund

Created in 2002, the fund provides up-front capital necessary to allow for proper planning of vital water and wastewater projects. The 2005 Legislature (HB 304, Sandoval) broadened project eligibility to include master plans, conservation plans and economic development plans and to allow NMFA to “forgive” the loan if the entity finances the project through NMFA. To date, NMFA has made 34 grants totaling \$737,900 and has approved an additional 14 projects totaling \$304,700.

Contact: New Mexico Finance Authority
Phone: (505) 992-9635
Toll Free: (877) ASK-NMFA
Email: frontdesk@nmfa.net

Municipal Arterial Program (MAP) Local Government Road Fund

This program assists municipalities construct and reconstruct streets which are principal extensions of the rural highway system and other streets which qualify under New Mexico Department of Transportation (NMDOT) criteria. Municipalities are required to contribute 25% to the cost of the project. There is no set limit to the amount of awards but the State share typically ranges from \$50,000 to \$1.1 million per project. Complete applications must be received by March 15th for funding to be considered by the fiscal year beginning July 1. Municipalities must submit applications provided by the NMDOT Transportation Planning Division.

Contact: Engineer Maintenance Section
New Mexico Department of Transportation
1120 Cerrillos Road
PO Box 1149
Santa Fe, NM 87504-1149
Phone: (505) 827-5498
Website: www.nmshtd.state.nm.us

Public Project Revolving Fund (PPRF)

The Public Project Revolving Fund (PPRF) offers many examples of NMFA's investment of time, expertise, and capital. The PPRF has provided the means for unusual projects to receive financing. The PPRF is being looked at to provide an increasing array of public projects. Many of these projects have less proven revenue streams but do not have other viable sources of financing. Created in 1994, the PPRF program assists a wide range of public credits in accessing the capital markets with advantage of offering to all borrowers (regardless of their credit worthiness) fixed 'AAA' - insured interest rates. As of June 30, 2005, the NMFA had made 451 loans totaling \$628 million.

Contact: New Mexico Finance Authority
 Phone: (505) 992-9635
 Toll Free: (877) ASK-NMFA
 Email: frontdesk@nmfa.net

Colonias Infrastructure Project Fund

The Colonias Infrastructure Project Fund provides grants and loans for qualified projects in colonias communities in New Mexico. Funding is available for infrastructure planning and development in order to improve the quality of life and encourage economic development in colonias. A qualified project may include water and wastewater systems, solid waste disposal facilities, flood and drainage control, roads or housing infrastructure. It does not include general operation and maintenance, equipment, housing allowance payments or mortgage subsidies.

Contact: Colonias Development Council
 1050 Monte Vista
 Las Cruces, NM 88005
 Phone: (575) 647-2744
 Website: www.colonias.org

New Mexico Finance Authority
 207 Shelby Street
 Santa Fe, NM 87501
 Phone: (505) 984-1454
 Website: www.nmfa.net/NMFAInternet/

Small Cities Community Development Block Grant Program (CDBG)

This program is administered by the State of New Mexico through the Local Government Division of the Department of Finance and Administration for communities with populations under 50,000. Funds can be applied towards planning projects, economic development activities, emergency activities, construction or improvement of public buildings, and rehabilitation or repair of housing units. CDBG funds can be used for towns engaged in downtown revitalization including redevelopment of streets and fund facade improvement programs. There is a \$500,000 grant limit per applicant

(\$50,000 maximum for planning efforts) and a 5% cash match by the applicant is required. Applicants may apply for funding assistance under the following categories:

- community infrastructure
- public facility capital outlay
- emergency
- planning
- housing
- economic development
- colonias

Contact: State of New Mexico
Local Government Division
131 S. Capitol
Bataan Memorial Bldg., Suite 201
Santa Fe, NM 87503
Phone: (505) 827-8053
Website: http://nmdfa.state.nm.us/CDBG_Information_1.aspx

USDA Rural Development Programs

The USDA provides assistance to rural communities including loan and grant programs that address small businesses and rural businesses, rural housing, rural community facilities, and rural utilities. Provides loan programs such as the B&I Loan (similar to an SBA 7A but can be made for higher amounts) and also grant programs. USDA rural development grants can be made directly to small businesses that are accomplishing innovative economic development work or energy efficiency installations, but must flow through a non-profit or local government intermediary. Assistance is available in the following areas.

Rural Business and Cooperative Services provides the following assistance programs:

- Business and Industry Direct Loans (B&I Direct)
- Business and Industry Guaranteed Loans (B&I Guar)
- Intermediary Relending Program (IRP)
- Rural Business Enterprise Grants (RBEG)
- Rural Business Opportunity Grants (RBOG)
- Rural Economic Development Loans (REDL)
- Rural Economic Development Grants (REDG)

The Rural Housing Service/Community Services provides the following assistance programs:

- Guaranteed Home Ownership Loan
- Home Improvement Loans and Grants
- Self-Help Housing
- Rural Rental Housing Loans (RRH)
- Guaranteed Rural Rental Housing Program (538 GRRHP)
- Farm Labor Housing
- Housing Preservation Grant (HPG)

- Community Facility Loans and Grants
- Fire and Rescue Loans

The Rural Utilities Service provides the following assistance programs:

- Community Facility Program
- Telecommunications Loan Program
- Distance Learning and Telemedicine Loan and Grant Program
- Electric Loan Program
- Solid Waste Management Grants
- Technical Assistance and Training Grants

Information on these assistance programs is available through the State USDA Rural Development office:

Contact: USDA Rural Development New Mexico Office
 6200 Jefferson NE
 Albuquerque, NM 87109
 Phone: (505) 761-4950
 TTY: (505) 761-4938
 Website: <http://www.rurdev.usda.gov/nm/>

Rural Housing Services
 Phone: (505) 761-4944

Rural Business Services
 Phone: (505) 761-4953

Rural Utility Services
 Phone: (505) 761-4955

Office of Community Development
 Phone: (505) 761-4951

U.S. Environmental Protection Agency (EPA) Brownfields Program

The EPA's Brownfields Program provides direct funding for brownfields assessment, cleanup, revolving loans, and environmental job training. To facilitate the leveraging of public resources, EPA's Brownfields Program collaborates with other EPA programs, other federal partners, and state agencies to identify and make available resources that can be used for brownfields activities. In addition to direct brownfields funding, EPA also provides technical information on brownfields financing matters. There are some new grant programs available in 2012.

Contact: US EPA Office of Brownfields and Land Revitalization
 Mail Code 5105 T
 1200 Pennsylvania Ave. NW

COMMITTEE DRAFT - FOR REVIEW

Washington, DC 20460

Phone: (202) 566-2777

Website: www.epa.gov/brownfields/index.htm

U.S. Department of Transportation (DOT)

The DOT provides funding for restoration projects through Transportation Enhancement funds, which are administered through NMDOT through the Surface Transportation Program (STP). The STP program funds construction, improvement, and other transportation-related projects on roads functionally classified Interstate, Principal Arterial, Minor Arterial, or Major Collector. STP funds are allocated for Transportation Management Areas (metropolitan areas over 200,000), Transportation Enhancement projects, and the Safety Program.

Contact: NMDOT General Office
1120 Cerrillos Road
Santa Fe, NM, 87504-1149
Phone: (505) 827-5100
Website: www.nmshtd.state.nm.us

HEALTH CARE

Office of Rural Health Policy Grants

The Office of Rural Health Policy Grants falls under the Department of Health and Human Services (HHS). There are 14 grant programs, whose availability is contingent upon federal funding each fiscal year. For more than 20 years, HHS has had an Office of Rural Health Policy in the Health Resources and Services Administration (HRSA) to focus on key rural health policy issues and administer targeted rural grant programs. In FY 2010, HRSA invested \$185 million to improve health care in rural America, where access to medical services is often limited. HRSA's rural health grant programs help fund rural hospitals, health centers and local clinics.

Contacts: Office of Rural Health Policy, Health Resources and Services Administration

5600 Fishers Lane, 5A-05
Rockville, MD 20857
Phone: (301) 443-0835
orhpwebsite@hrsa.gov

Division of Border Health
1301 Young Street, Suite 1014
Dallas, TX 75202
Phone: (214) 767-3171

BUSINESS DEVELOPMENT RESOURCES

Job Training Incentive Program (JTIP)

The Job Training Incentive Program is one of the most valuable incentives offered to new employers in New Mexico, and can be used effectively in recruitment packages. This program reimburses 50 to 70% of employee wages and required travel expenses during an extended training period for new hires for new and expanding companies in New Mexico. The JTIP must be applied for and approved prior to reimbursable wages being paid.

Contact: New Mexico Economic Development Department
Santa Fe, NM
Phone: (505) 827-0323
Website: http://nmed.sks.com/businessassistance/Job_Training_Incentive_Program.aspx

SMART Money Loan Participation Program

The SMART Money Loan Participation Program is a program administered by the New Mexico Finance Authority intended to leverage funds provided by local New Mexico banks for businesses that create quality jobs. The program provides bank participation loans, direct loans, and loan and bond guarantees on behalf of private for-profit and non-profit entities. The program is designed to create greater access to capital for businesses throughout New Mexico, lower the cost for the borrower, and share the risk with the bank creating a benefit to both the bank and borrower. Business loans must result in job creation and economic benefit and carry a minimum of risk.

Contact: New Mexico Finance Authority
207 Shelby Street
Santa Fe, NM 87501
(505) 992-9638
Website: www.nmfa.net/NMFAInternet/NMFA_Web.aspx?ContentID=12

SBA 504 Loan Program

SBA 504 Loan Program is a cooperative loan program between the SBA, a bank, and a certified development corporation. An SBA 504 loan is a participation loan in which the SBA loans money directly to a business in participation with a bank. This loan can only be used for fixed asset financing. The primary benefit to borrowers is that it allows for minimal equity (10%) and it can also serve to extend the term.

Contact: Enchantment Land Certified Development Company
625 Silver Avenue SW, Suite 195
Albuquerque, NM 87102
Phone: (505) 843-9232
Website: www.elcdc.com

SBA 7A Loan Program

SBA 7A Loan Program is the standard SBA loan guarantee program. Up to 80% of a bank loan to a private business can be guaranteed. Banks still accomplish normal due diligence, but may be willing to accept slightly more risk. This program increases the aggregate amount of funds available to small business in the banking system. It can also serve to extend term. Some banks make SBA loans and some choose not to.

Contacts: U.S. Small Business Administration
New Mexico District Office
625 Silver Avenue SW, Suite 320
Albuquerque, NM 87102
Phone: (505) 248-8225
Website: www.sba.gov/nm

Southwest Small Business Development Center
Western New Mexico University
Besse-Forward Global Resource Center
817 West 12th Street
P.O. Box 680, Silver City, NM 88062
Phone: (575) 538-6320
Website: www.nmsbdc.org/silvercity/

The Loan Fund

The Loan Fund provides loans, training, and business consulting to small businesses that do not qualify for a bank loan, but still have a viable need for a loan and the ability to pay it back. This program started out as a micro-lending organization, but can now make loans up to \$200,000 in exceptional circumstances. Loans carry a higher than market rate to compensate for risk.

Contact: The Loan Fund
423 Iron Avenue SW
Albuquerque, NM 87102-3821
(505) 243-3196
Website: www.loanfund.org

ACCION New Mexico

ACCION New Mexico makes loans to small businesses that may not qualify for bank loans, and also provides business support services.

Contact: ACCION New Mexico
20 First Plaza NW, Suite 417
Albuquerque, NM 87102
Phone: (505) 243-8844
Website: www.accionnm.org

New Mexico Manufacturing Extension Partnership

The New Mexico Manufacturing Extension Partnership provides efficiency training, training in lean manufacturing, and ISO 9000 certification (now temporarily suspended) to the state's small and medium sized businesses.

Contact: New Mexico Manufacturing Extension Partnership
4501 Indian School Road NE, Suite 202
Albuquerque, NM 87110
Phone: (505) 262-0921
Website: www.newmexicomep.org

New Mexico Partnership

The New Mexico Partnership is a private, non-profit organization that offers assistance to businesses looking to expand or relocate to New Mexico. It can assist businesses on a variety of business initiatives, including:

- Initiate real estate searches;
- Coordinate site-selection trips;
- Personalize briefings and orientations;
- Assist in evaluating and applying for incentives;
- Facilitate the permitting process;
- Organize strategic meetings with key government and community officials;
- Collaborate on media and public relations; and
- Provide data on key business factors.

Particularly relevant to the Village of Hatch, NM Partnership can assist with aerospace / aviation tax credits, which cover aircraft maintenance and remodeling; aircraft manufacturing; research and development; and space gross receipts deductions. NM Partnership can also assist with agri-business tax credits.

Contact: New Mexico Partnership
110 Second Street SW, Suite 602
Albuquerque, NM 87102
Phone: (505) 247-8500
Website: web.nmsu.edu/~camp/http://nmpartnership.com/NMP_Services.aspx

HOUSING ASSISTANCE

Community Development Block Grant - Colonias

The State of New Mexico set aside up to 10% of its CDBG funds for use in colonias. The set-aside funds are used for all CDBG-eligible activities, mostly on water and sewer and housing assistance. The definition of a colonia is any identifiable community in the U.S.-Mexico border regions of Arizona, California, New Mexico, and

Texas that is determined to be a colonia on the basis of objective criteria, including lack of a potable water supply, inadequate sewage systems, and a shortage of decent, safe, and sanitary housing.

Contact: State of New Mexico
Local Government Division
131 S. Capitol
Bataan Memorial Bldg., Suite 201
Santa Fe, NM 87503
Phone: (505) 827-8053
Website: http://nmdfa.state.nm.us/CDBG_Information_1.aspx

New Mexico Mortgage Finance Authority (MFA)

The MFA is a quasi-public entity that provides financing for housing and other related services to low- to moderate-income New Mexicans. There are 37 state and federal programs administered by the MFA that provide financing for housing including low interest mortgage loans and down payment assistance, weatherization, green building and rehabilitation, and tax credit programs. The MFA partners with lenders, realtors, non-profit, local governments, and developers. All state and federal housing programs are administered by the MFA, including Section 8 housing funds and other HUD projects.

Contact: New Mexico Mortgage Finance Authority
344 Fourth St. SW
Albuquerque, NM 87102
Phone: (505) 843-6880
Website: www.nmmfa.org/

HOME Investment Partnership Program Funds

The homeowner rehabilitation program administered by the MFA provides assistance to low-income homeowners who lack the resources to make necessary repairs to their homes. Assistance can be used for reimbursement of costs for rehabilitation, which includes the following: applicable codes, standards or ordinances, rehabilitation standards, essential improvements, energy-related improvements, lead-based paint hazard reduction, accessibility for disabled persons, repair or replacement of major housing systems, incipient repairs and general property improvements of a non-luxury nature, site improvements and utility connections.

MFA relies on non-profits, housing authorities, and local governments to administer the homeowner rehabilitation program. Funds are awarded through an RFP/Application process and proposals are reviewed and evaluated by several committees, and approved by the MFA Board. MFA has also reserved funds for the Reservation

Rehabilitation program to provide loans to homeowners on a house-by-house, first-come, first-served basis.

Contact: Southwestern Regional Housing and Community Development Corporation
109 E. Pine, Suite 5 (Morgan Hall)
Deming, NM 88030
Phone: (575) 546-4181
Website: www.swnm.org/

EDUCATION ASSISTANCE

College Assistance Migrant Program

New Mexico State University's College Assistance Migrant Program (NMSU CAMP) is a federally-funded program to help migrant or seasonal farm worker students attend college, and ultimately, to ensure students graduate from NMSU with a bachelor's degree. The program requires students to meet certain responsibilities, such as maintaining enrollment as a full-time student at NMSU, complete designated course work at a level acceptable by NMSU and maintain at least a 2.5 GPA; meet with CAMP staff on a monthly basis for individualized Academic Advising; attend and participate in CAMP workshops/meetings for students; etc. To be eligible to participate in CAMP, prospective students must be accepted to NMSU through NMSU's Office of Admissions (the office will waive admissions fees for CAMP students); have a high school diploma or GED; and be a U.S. citizen or permanent resident. Prospective students must also meet at least one of the following criteria: 1) Prospective students or their parents must have been employed at least 75 days during the past 24 months in seasonal agricultural employment; or 2) Prospective students may also be eligible if they participated in a Migrant Education Program while in school; or 3) Participated or currently eligible to participate in a Department of Labor Employment Workforce Investment Act (WIA) Farm Worker program.

Contact: College Assistance Migrant Program (CAMP)
MSC 3487, PO Box 30001
New Mexico State University
Las Cruces, NM 88003-8001
Phone: (575) 646-5079
Fax: (575) 646-3889
Website: web.nmsu.edu/~camp/

COMMITTEE DRAFT - FOR REVIEW

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